

**FY 91  
ANNUAL  
GROWTH  
POLICY**

**MONTGOMERY COUNTY, MARYLAND**



**STAFF DRAFT**

prepared by

Montgomery County Planning Board

The Maryland-National Capital Park and Planning Commission

October 1989

**STAFF DRAFT**  
**FY 91 ANNUAL GROWTH POLICY**

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## ABSTRACT

**TITLE:** FY 91 Annual Growth Policy Report

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**ABSTRACT:** Montgomery County Council Bill No. 11-86 established the process by which the Council will provide guidance for the management of growth. In accordance with this law, the Montgomery County Planning Board has prepared this draft of the FY 91 Annual Growth Policy (AGP) for transmission to the County Executive for revision before it is submitted by the Executive to the County Council. The report includes general policy guidelines and information for growth management of the Adequate Public Facilities Ordinance by the Montgomery County Planning Board.

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# TABLE OF CONTENTS

Page

## I. OVERVIEW OF THE ANNUAL GROWTH POLICY PROCESS

1. Purpose. . . . .	3
2. The Adequate Public Facilities Ordinance . . . . .	3
3. Annual Growth Policy Legislation . . . . .	5
4. School Facility Analysis . . . . .	6
5. The Annual Growth Policy Schedule. . . . .	6
6. Components of the FY 91 Annual Growth Policy . . . .	7

## II. GROWTH POLICY INTERRELATIONSHIPS

1. Land Use Policy. . . . .	11
2. Economic Policy. . . . .	12
3. Housing Policy . . . . .	12
4. Transportation Policy. . . . .	13
5. Community Facilities Policy. . . . .	15
6. Natural Resources Policy . . . . .	16
7. Social Policy. . . . .	17
8. Fiscal Policy. . . . .	18

## III. FY 91 ANNUAL GROWTH POLICY ISSUES

1. Comprehensive Review of the Structure of Policy Areas. . . . .	23
2. Amendment to FY 90 Annual Growth Policy on Special Ceiling Allocations. . . . .	30
3. Amendment to FY 90 Annual Growth Policy on Local Area Review. . . . .	30
4. Master Plan Amendment -- Gaithersburg Vicinity Master Plan. . . . .	31
5. Master Plans -- Special Ceiling Allocation for Affordable Housing . . . . .	31
6. Prioritization of Highway and Transit Projects . . .	32
7. Continued Comprehensive Review of the Fiscal Impacts of Growth. . . . .	36
8. Identification of Measures to Provide More Adequate Housing Capacity Under Staging Ceilings . . . . .	37

## IV. FY 91 GROWTH CEILING RECOMMENDATIONS

1. Transportation Staging Ceilings. . . . .	47
2. Public School Capacities . . . . .	50

## V. FY 91 ANNUAL GROWTH POLICY RESOLUTION . . . . . 63

## Table of Contents (Cont'd.)

Page

### VI. APPENDICES

1.	The Capital Improvements Program . . . . .	103
2.	Policy Area Staging Charts and Statistical Profiles . . . . .	121
3.	Annual Growth Policy Legislation . . . . .	147
4.	Adequate Public Facilities Ordinance . . . . .	155
5.	Definitions and Key Variables. . . . .	161

# Overview Of The Annual Growth Policy Process

## **OVERVIEW OF THE ANNUAL GROWTH POLICY**

### **1. PURPOSE**

The Annual Growth Policy helps County officials match the timing of private development with the availability of public facilities. This effort has two components:

- \* Programming and providing public facilities to support the private development encouraged by the County's master plans, sector plans, the General Plan, and the marketplace; and
- \* Constraining the amount of private subdivision approvals to those which can be accommodated by the programmed public facilities that the County and other levels of government can fiscally and physically produce in a given time frame.

The important words in the above are "in a given time frame." The Annual Growth Policy is designed to affect the timing of development, not the end state total amount, type, or mix of development. These latter issues are ones which are dealt with in the master and sector plans and the County's General Plan.

The relative timing of development approval and provision of public facilities are what the Adequate Public Facilities Ordinance (APFO) and the Annual Growth Policy are all about. The APFO mandates that the Planning Board not approve a preliminary plan of subdivision unless it finds that the public facilities in place or programmed in the local and state capital improvements programs will be adequate to serve the subdivision, along with all other approved development.

### **2. THE ADEQUATE PUBLIC FACILITIES ORDINANCE**

The Adequate Public Facilities Ordinance (APFO) was adopted in 1973 as part of the Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k). A copy of it can be found in Appendix 4. It has been used as a tool to promote orderly growth by synchronizing development with the availability of public facilities such as roads, sewer, water service, and schools needed to support it. The regulations require that "public facilities ... adequate to support and service the area of the proposed subdivision" exist or be programmed for construction within a defined time period before the Planning Board can grant approval of a preliminary plan of subdivision.

The Planning Board's administration of the APFO has been progressively tightened over the 14 years since it was enacted. During its early years, a state-imposed sewer moratorium constrained subdivision approvals. As time went on, traffic and the County's transportation infrastructure became more pressing concerns. And finally, in the mid-1980's the public school system became an important component of the APFO.

In the late 1970's, the Planning Department began developing techniques for relating future growth to future transportation capacity. The future impact of a proposed subdivision, taken with other unbuilt recorded subdivisions in the neighborhood, was measured against the nearest critical intersection. This, however, did not take into account the effect of upstream development on that intersection, or the effect of the proposed subdivision on downstream intersections, or the effect of approved but unrecorded subdivisions.

In 1979, the Planning Board proposed new techniques for taking into account the transportation impact of upstream development. These techniques involved a broader geographic analysis (Policy Area Review), which takes into account the availability of transit as well as roads and measures the effects of new development and new roads within the policy area and in adjacent policy areas. This new approach did not abandon the examination of the nearest intersections. This test was retained and expanded slightly to include nearby links as well as intersections. It became a second test (Local Area Review) to be applied to a subdivision if the first test showed the availability of development capacity in the policy area.

The Planning Board recommended in 1979 that this new approach be implemented, and that the Council and Executive participate in the setting of annual growth limits through the adoption each year of a Comprehensive Staging Plan. For various reasons, the Council and Executive preferred to leave the function of setting annual growth limits with the Planning Board. Thus, beginning in 1982 and over a period of four more years, the Planning Board prepared and adopted annually a Comprehensive Planning Policies Report. This report used the new methodologies outlined in the 1979 report. It presented guidelines for the administration of the APFO, policy area transportation ceilings for future subdivision approvals, and a status report on development trends in the County.

In April 1986, the County Council revised this process to allow for the Council to assume the role of setting annual growth limits through the adoption of an Annual Growth Policy. The relevant amendment to the Adequate Public Facilities Ordinance included the following features:

- \* It provided that the County Council, by resolution or in the Annual Growth Policy, will provide guidelines for the determination of the adequacy of public facilities and approve development ceilings each year.
- \* It changed the method of analyzing the adequacy of transportation facilities, requiring that future traffic estimates be derived from existing traffic plus the traffic from all approved but unbuilt subdivisions plus the traffic from the applicant subdivision.

- \* It changed the method by which ceilings were calculated, providing that roads in the County CIP and the State capital program may be counted only if 100 percent of the expenditures for construction are estimated to occur within the first four years of the program.
- \* It provided that the Local Area Review of critical intersections or links shall take into account only roads in the Executive's Approved Road Program (ARP). The ARP includes roads for which construction will begin within two years and, in the case of County roads, for which construction funds have been appropriated.
- \* It provided for a more explicit role for the County Executive by establishing a process whereby the draft AGP prepared by the Planning Board is routed through the Executive for comment and recommendation before public hearing and action by the Council.

### 3. ANNUAL GROWTH POLICY LEGISLATION

In April of 1986, the Council enacted Annual Growth Policy legislation (Bill No. 11-86) which established the annual growth policy for the County. A copy of this legislation can be found in Appendix 3. This legislation established a process by which the Montgomery County Council can give policy guidance to the various agencies of government on matters concerning growth management. It is "intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the County." Through the Annual Growth Policy, the County Council establishes criteria and standards for administering the Adequate Public Facilities Ordinance and approves staging ceilings based on the adequacy of transportation and public school facilities.

Bill 11-86 requires the Annual Growth Policy to include:

- \* A status report on general land use conditions in the County;
- \* A forecast of the most probable trends in population, households, and employment for the next 10 years;
- \* A set of recommended growth capacity ceilings for each policy area within the County, for both residential and employment land uses; and
- \* A set of policy guidelines for the Planning Board and other agencies, as appropriate, that affect growth and development.

This is the fourth Annual Growth Policy recommended for Council adoption by the Planning Board and County Executive. It recommends how much new growth can occur in various geographic areas of Montgomery County, based on estimates of road capacity that will become available given the capital improvements scheduled to be completed within the first four years of the six-year CIP. The amount of recommended new development in an area is called the "staging ceiling." If an applicant for subdivision is in a policy area with no remaining capacity within the adopted ceilings, the Planning Board can deny the application on the basis that public facilities are not adequate.

#### **4. SCHOOL FACILITY ANALYSIS**

During the mid-1980's, school capacity issues were added to the growth management equation and initially were addressed on a subdivision by subdivision basis. Montgomery County Public Schools provided recommendations to the Planning Board concerning the adequacy of school facilities to serve a new subdivision. During 1986 and 1987, the staffs of the Planning Board, County Executive, Council, and Montgomery County Public Schools and a Task Force on the Annual Growth Policy for Public School Facilities worked on developing a more comprehensible methodology for assessing the adequacy of public school facilities for APFO purposes. The Task Force made recommendations to the County Council in the fall of 1987 and the County Council first adopted this recommended methodology in the FY 89 AGP.

#### **5. THE ANNUAL GROWTH POLICY SCHEDULE**

The schedule for the Annual Growth Policy includes the following steps:

- \* By October 15, Planning Department staff prepares a staff draft report, showing a number of alternative scenarios and staging ceilings derived from different combinations of new roads and different combinations of new school capacities.
- \* By December 1, the Planning Board prepares a final draft of the report prepared by the Planning Board staff in step 1 above.
- \* By January 1, the County Executive submits to the County Council a revised version of the Annual Growth Policy, which incorporates the capacity provided by his recommended six-year Capital Improvements Program.
- \* The County Council holds a public hearing on the draft Annual Growth Policy at least 30 days before acting on it and adopts the growth policy before June 30 each year, either approving the policy recommended by the Executive or amending it before adoption.

## 6. COMPONENTS OF THE FY 91 ANNUAL GROWTH POLICY

The Planning Board's recommended FY 91 Annual Growth Policy submission consists of (1) an Overview of the Annual Growth Policy, (2) Growth Policy Interrelationships, (3) a discussion of FY 91 Annual Growth Policy Issues, (4) FY 91 Staging Ceiling Recommendations, (5) the FY 91 Annual Growth Policy Resolution, (6) a number of appendices, and (7) two supplementary Montgomery County Planning Department reports entitled, "1989 - Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings."



# Growth Policy Interrelationships

## GROWTH POLICY INTERRELATIONSHIPS

The Adequate Public Facilities Ordinance (APFO), with its staging mechanism, represents only one of many policies that the County has adopted over the years. In the Annual Growth Policy (AGP), elected and appointed officials have an opportunity to begin to balance the APFO staging policies with other adopted and stated County policies.

The Annual Growth Policy identifies geographic areas of the County where preliminary plan approvals can occur and areas where approvals will be constrained. In some cases, such constraints may interfere with other County policies. For example, a County policy to provide housing for low and moderate income families may be difficult to implement if there is no remaining staging ceiling capacity in many policy areas. Thus, the AGP allows affordable housing developments up to a maximum of 250 units per policy area to be approved in FY 90, despite any subdivision moratorium.

The major source of overall development policy in the County is in the County General Plan, "On Wedges and Corridors." Other sources include master plans, functional plans, and specific policy statements expressed in the programs and budgets carried out by County departments, offices, and commissions.

The following paragraphs provide a summary of current policies for each of eight policy elements: land use, economic, housing, transportation, community facilities, natural resources, social, and fiscal policies. For more information on each of the policies, the original sources should be consulted.

### 1. Land Use Policy

Land use policies affect the pattern and intensities of the uses of land for housing, business, industry, open space, public buildings and services, and education. General County land use policy includes the following:

- \* Use land efficiently to prevent land waste and to decrease the cost of providing public facilities and services.
- \* Achieve a balance in type and distribution of land uses that provides an environment and diversity of life styles that meets the needs and desires of County residents.
- \* Direct land use in a manner that protects both private property rights and the public interest.

## 2. Economic Policy

Economic policies are those policies that affect economic development and employment in the County. Economic policies in the Montgomery County General Plan (1970) include the following:

- \* Encourage the development of employment opportunities to provide for growth in economic opportunity, to expand our tax base, and to increase career opportunities within the County's borders.
- \* Retain existing businesses in the community and minimize disruption that business relocation would cause for employees who are County residents.
- \* Ensure that employment areas are provided with adequate access to a variety of modes of transportation.
- \* Revitalize and encourage the development and redevelopment of the central business districts that offer retail, professional services, housing, and employment opportunities.

Office of Economic Development policies, as expressed in the FY 90 budget, include:

- \* Plan for the future economic viability of Montgomery County.
- \* Generate private sector investment in Montgomery County.
- \* Broaden the commercial/industrial tax base.
- \* Foster a favorable business climate.

## 3. Housing Policy

Housing policies affect the development, preservation, improvement, and cost of housing in the County to meet the needs of all socio-economic sectors. Housing policies in the Montgomery County General Plan (1970) include the following:

- \* Provide land for, and encourage development of, a variety of residential types and densities which can accommodate households with different needs and incomes.
- \* Protect existing housing and provide for the development of new housing within reasonable distance of workplaces, recreation, shopping, community facilities, and mass transportation.
- \* Encourage the location of housing of various densities, types, and costs in proximity to most places of employment.

- \* Achieve a balanced relationship between residential growth and employment opportunities within the County.

Department of Housing and Community Development and Housing Opportunities Commission policies, as expressed in the FY 90 budget, include:

- \* Promote the availability of affordable housing to persons of all income levels.
- \* Prepare and implement an effective strategy for addressing problems which contribute to the physical decline of residential and commercial areas.
- \* Maintain fair and equitable relations between landlords and tenants.
- \* Ensure that dwelling units are maintained in a safe and sanitary manner.
- \* Coordinate efforts to prevent discrimination in housing.
- \* Provide housing to low and moderate income families.
- \* Encourage resident self-sufficiency, upward mobility, and assimilation into the community.

#### 4. Transportation Policy

Transportation policies deal with the location, extent, and cost of existing and proposed roads, transit routes, sidewalks, bicycle paths, and parking. General County transportation policies include the following:

- \* Coordinate the timing of private development with the provision of transportation facilities, sidewalks, and bicycle paths.
- \* Provide convenient, accessible, and reasonably-priced mass transit opportunities so that residents have alternative ways to travel to work, school, recreation, and social events.
- \* Provide an efficient system of transportation, including rapid transit.
- \* Provide a balanced circulation system which most efficiently serves the economic, social, and environmental structure of the area.
- \* Use transportation routes, facilities, and service to accommodate travel demand and to facilitate the orderly growth of urban areas within the context of the General Plan.

- \* Provide for a more coordinated rail, bus, pedestrian, and bicycle system that is capable of shaping desirable growth patterns, serving the present population and employment centers and providing for convenient ease of transfer between transit and other modes.
- \* Improve transportation efficiency so as to minimize costs to users and to reduce transportation as a cost element in the production of goods and services.
- \* Provide safe transportation systems.
- \* Encourage non-motorized transportation forms to support health and recreation objectives and to provide visual contrast to vehicular movement.

Department of Transportation policies, as expressed in the FY 90 budget, include:

- \* Plan and develop a balanced and cost effective transportation system that satisfies the current and future needs of Montgomery County.
- \* Ensure a safe, effective, and timely transportation system to meet the needs of the County.
- \* Develop and implement a County traffic management plan and alternative transportation strategies.
- \* Develop and implement policies and procedures to effectively maintain roads and public rights-of-way.
- \* Support the comprehensive development of the Central Business Districts (CBD) and promote their economic growth and welfare by supplying a sufficient number of parking spaces to accommodate that segment of the public demand which is neither provided for by developers nor served by alternative travel modes.
- \* Promote a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available.
- \* Develop and implement parking management strategies designed to maximize usage of the available parking supply to enhance the economic development of the Central Business Districts.
- \* Provide for the delivery of safe, reliable, and affordable public transportation to the residents of Montgomery County.

- \* Establish the most effective mix of transit services provided by the Washington Metropolitan Area Transit Authority (WMATA), Ride-On, Paratransit services, private companies providing public transportation, the special paratransit services of non-profit organizations, vanpooling, and other ridesharing options.
- \* Provide coordination among the policies and programs of the various agencies delivering transit services in Montgomery County.

## 5. Community Facilities Policy

Community facilities policies deal with such services as education, cultural and recreational opportunities, health care, and public safety. Community facilities policies include the following:

- \* Coordinate the timing of private development with the provision of adequate public facilities including schools, libraries, and fire and police protection.
- \* Make public investments in community facilities in the most efficient manner to ensure compact, orderly, urban development and maximum service.
- \* Protect the County's investment in public facilities by funding public services that efficiently use building capacities and by providing adequate funds for ongoing renovation and maintenance.
- \* Provide human service, recreational, and cultural facilities that are conveniently located and responsive to the diverse needs and preferences of County residents.
- \* Provide equal opportunity for quality public education in all parts of the County and increase higher educational opportunities, especially through programs that respond to the needs of our growing population of scientific and technical employers.

The County's community facilities policies are evident in the activities and programs of several County agencies, including Montgomery County Public Schools, the Department of Police, the Department of Fire and Rescue Services, the Department of Recreation, and the Department of Public Libraries. These community facilities policies include:

- \* Improve the academic achievement of all students.
- \* Improve students' abilities to exercise responsibility for independent learning, be responsible citizens, and become effective group members.

- \* Protect life and property, preserve peace and order, prevent and detect crime, enforce laws and ordinances, arrest violators, and promote safe and efficient use of public thoroughfares.
- \* Prevent fires, minimize the adverse effects of fire and natural man-made disasters, and ensure timely response of emergency medical services.
- \* Provide and maintain outstanding recreation facilities and services in the County.
- \* Offer the opportunity to participate in leisure activities to County residents of all ages and skill levels.
- \* Acquire, organize, provide access, and offer guidance to a wide variety of information, materials, and services which help to fulfill the intellectual, educational, social, cultural, community, information, and recreation needs of all people in the County.

#### 6. Natural Resources Policy

Natural resources policies provide for the conservation, protection, development, and use of natural resources, including air, water, forests, soils, rivers, streams, lakes, wildlife, energy, and minerals. General policies include the following:

- \* Provide an aesthetic and healthful environment for present and future generations.
- \* Preserve and protect the County's open space and parklands.
- \* Coordinate the timing of private development with the provision of sewerage and water service and other needed utilities.
- \* Ensure that agriculture in the County becomes or continues as a viable land use.
- \* Protect the natural environment from the consequences of growth by regulating activities which might damage soils, streams, water supply, air quality, plants, and wildlife, and by preserving agricultural and open space.
- \* Further energy efficiency and promote cost-effective energy use throughout all segments of the community while maintaining efforts to meet environmental goals and guidelines.

The policies of the Department of Environmental Protection and the Soil Conservation District, as expressed in the FY 90 budget, are to:

- \* Contribute to the protection of the public from unsafe and unhealthful environmental conditions.
- \* Implement measures designed to preserve and enhance the quality of the natural environment.
- \* Prevent the construction and occupancy of unsafe structures.
- \* Provide for the transportation and disposal of solid waste in an environmentally responsible and safe manner.
- \* Promote the effective management and conservation of soil, water, and related natural resources in the County.

## 7. Social Policy

Social policies are those which affect health and welfare activities. Other related activities, such as educational, cultural, recreational, and public safety, are addressed under the community facilities section.

The social policies of the County are not included in the General Plan, but can be found in various other documents produced by state and local agencies. These include the State Health Plan, the Health Systems and Annual Implementation Plan, the Annual Area Plan on Aging, the Action Plan for the Mentally Retarded/Developmentally Disabled, and the Action Plan for the Chronically Mentally Ill.

The County's social policies are evident in the activities and programs of several County agencies, including the Department of Health, the Department of Social Services, the Department of Family Resources, the Office of Human Relations, Department of Addiction, Victim, and Mental Health Services, as well as other agencies and organizations such as the Community Action Board, the Commission on Children and Youth, the Commission on Handicapped Individuals, the Mental Health Advisory Committee, the Drug Abuse Advisory Council, the Alcoholism Advisory Council, and the Advisory Board on Victims and their Families.

The policies of these departments, as expressed in the FY 90 budget, are to:

- \* Assure access to and provision of health services.
- \* Assess local health needs and establish priorities in cooperation with the community.
- \* Make available, for eligible clients, the means for meeting the basic needs of food, shelter, clothing, and protection.



- \* Provide opportunities for reaching the highest possible level of self-sufficiency.
- \* Provide a quality system of mental health, alcohol and drug abuse, and victim services for those persons unable to afford privately provided services or where those services are inadequate.
- \* Improve the coordination of human service programs within the government and with private service providers.
- \* Eliminate instances of discrimination in housing, commercial real estate, employment, and public accommodations.
- \* Reduce the number of racial, ethnic, and religious acts motivated by prejudice, intolerance, and bigotry.
- \* Promote harmonious human relations within the community.

#### 8. Fiscal Policy

Fiscal policies affect the ability of the County to provide necessary facilities and services in a timely manner. The fiscal policy of the County as summarized from budget documents includes the following:

- \* Balance the budget annually, including some amount of budgeted surplus each year.
- \* Take no fiscal action that would be detrimental to the high credit ratings which the County now enjoys in national bond markets.
- \* Increase the use of current revenues to finance capital projects, if necessary, to avoid excessive bond ratios.
- \* Use revenue bonds to finance capital for self-sustaining governmental operations.
- \* Charge user fees for public services where feasible.
- \* Fund in a fully appropriate way all the facilities, programs, and services which the County has made a commitment to provide.
- \* Control costs through prudent management.
- \* Decrease dependence on the property tax by implementing minor taxes and other revenue sources and reducing tax rates.
- \* Keep the increase in the average tax bill below the rate of inflation.

- \* Build the assessable tax base through balanced growth in private sector employment and housing development.

FY 91  
Annual  
Growth Policy  
Issues

## FY 91 ANNUAL GROWTH POLICY ISSUES

The County Council, in adopting the FY 90 AGP, asked the Planning Board and the Executive staffs to collect data and analyze a number of issues for the FY 91 AGP. This section of the Annual Growth Policy report provides a discussion of this work to date.

### 1. COMPREHENSIVE REVIEW OF THE STRUCTURE OF POLICY AREAS

#### A. Background

The County Council requested that the Planning Department staff conduct a comprehensive review of the structure of the policy areas used for the Annual Growth Policy (AGP). The Council assigned to its Transportation and Environment (T&E) Committee a review of related issues including criteria, technical feasibility, timing, and agency work programs. The Committee was requested to report back to the Council prior to December 1, 1989. The T&E Committee has tentatively scheduled a worksession for November 20, 1989, to review these issues.

#### B. Restructuring Related to Land Use Patterns and Boundaries

1) The Importance of Pattern. The Comprehensive Growth Policy Study (CGPS) showed that, within fairly broad limits, the pattern of growth is more important than the total amount or the pace of growth in determining the level of traffic congestion within policy areas. When housing and employment are located and clustered in pedestrian- and bicycle accessible areas near transit stations, more housing and jobs probably can be accommodated without exceeding Adequate Public Facility Ordinance (APFO) standards for traffic congestion than when jobs and housing are allocated based on the distribution pattern assumed in the COG Round IV Cooperative Forecast.

2) Current Pattern Assumptions of the AGP. In past years, APFO analysis for the AGP has assumed for computer transportation modeling that policy area staging ceilings were allocated to the individual traffic zones within policy areas based on the most up-to-date Cooperative Forecast. This has provided a reasonable and repeatable methodology for translating the adopted ceilings, which are set at the policy area level, into the more disaggregate traffic zone level inputs needed by the computer system for the transportation analysis.

3) Effects of AGP Policy Area Size on Development Pattern. When new staging ceiling capacity has been given out in a policy area due to a transportation improvement, this capacity has been available on a first-come, first-served basis across the entire policy area. Frequently, development in parts of a policy area not as well served by transit will use up this scarce capacity and leave little available for other proposed developments located in other parts of a policy area, where there may be much

higher non-automobile driver mode shares, better transit accessibility, and where master plans have allowed for appropriate development. Local area review considerations often reinforce this tendency by encouraging development in less congested areas away from centers. When large policy areas are the smallest units of AGP regulation, it is possible that the staging of development could contribute to a more sprawled development pattern in the near-term.

In other cases, a road improvement may provide enhanced development capacity for only a small and very discrete portion of a policy area. With allocations of new staging ceiling capacity made strictly based on Cooperative Forecast allocations, Planning staff is of the opinion that we have been recommending lower staging ceilings than might be the case if it were possible to have more focused allocations of capacity to particular areas within the policy areas. We think that a more tightly defined allocation of staging ceiling might enable a higher net staging ceiling overall to be allocated for the same set of transportation improvements.

In both of these cases, the use of large policy areas and Cooperative Forecasts for staging ceiling allocation may be resulting in a somewhat less efficient use of transportation capacity in the short-term. An issue that needs further study is whether some of the policy areas are too large to enable the County's growth management system to most appropriately account for the fit between the pattern of land use and the pattern of transportation networks within the policy area.

4) Delineation of Allocation Areas. One way for the "centers and trails" concept, articulated in the CGPS to be reflected in the AGP, is by delineating smaller "allocation areas" within policy areas as units for administering land use staging policy. Use of smaller "allocation areas" would enable the AGP to become more sensitive to and supportive of pattern considerations as well as pace and proportion.

5) Coordination with Master Plans and Other Jurisdictions. New policy areas could be used as well to improve the coordination between the mid-term time-frame AGP process with the long-term community planning and sector planning processes. Sector plan areas have been defined for all areas within walking distance of Metro stations and can serve as a starting point for delineating smaller "allocation areas."

The lack of a match between current policy area boundaries and sector plan areas, master plan areas, and incorporated city and town boundaries (Gaithersburg, Rockville, Takoma Park, and Poolesville) makes it difficult to coordinate planning across different time frames and functional perspectives. By defining policy and "allocation areas" to better match these other units of analysis and planning, planning activities among the various governments can be better coordinated.

It should become easier for the County Council to allocate and preserve development capacity for higher priority projects in areas near city boundaries than is the case today, when the cities often use up scarce capacity in shared policy areas. In addition, planning staffs of the cities may find the AGP process more useful for their own analysis if the transportation model outputs and administrative data sets match current city boundaries, enhancing opportunities for coordination between the cities and the County on growth management.

6) Policy Area Size and Measuring Congestion Levels.

A basic attribute of transportation modeling systems is that the smaller the thing being measured in the model, the lower is one's confidence in the results. Thus, if a policy area is split into several smaller pieces while the representation of the highway network remains the same, the confidence level one can have in the estimated average Level of Service for the new small policy areas would be less than for the former large policy area.

For this reason, it is more desirable to create small "allocation areas" within policy areas -- to permit more precise specification of the land use patterns -- rather than to develop many more small policy areas for analysis of Levels of Service. Larger policy area units can continue to be used for evaluating average Levels of Service even when using "allocation areas" as those areas to which the staging ceilings would be assigned.

C. Criteria for Structuring Policy and Allocation Areas

Planning Department staff has developed policy and "allocation area" boundaries, as shown conceptually on the map on the next page, using a number of occasionally conflicting criteria. Staff used the following major criteria in developing this conceptual approach.

1) Conformance to Current Policy Area Boundaries. To minimize disruption, new policy areas should conform to current policy area boundaries except where other criteria suggest changing boundaries.

2) Conformance to City Boundaries. Policy areas should conform to current boundaries of the incorporated cities of Gaithersburg, Rockville, Takoma Park, and Poolesville since the County has no control over approvals in these cities.

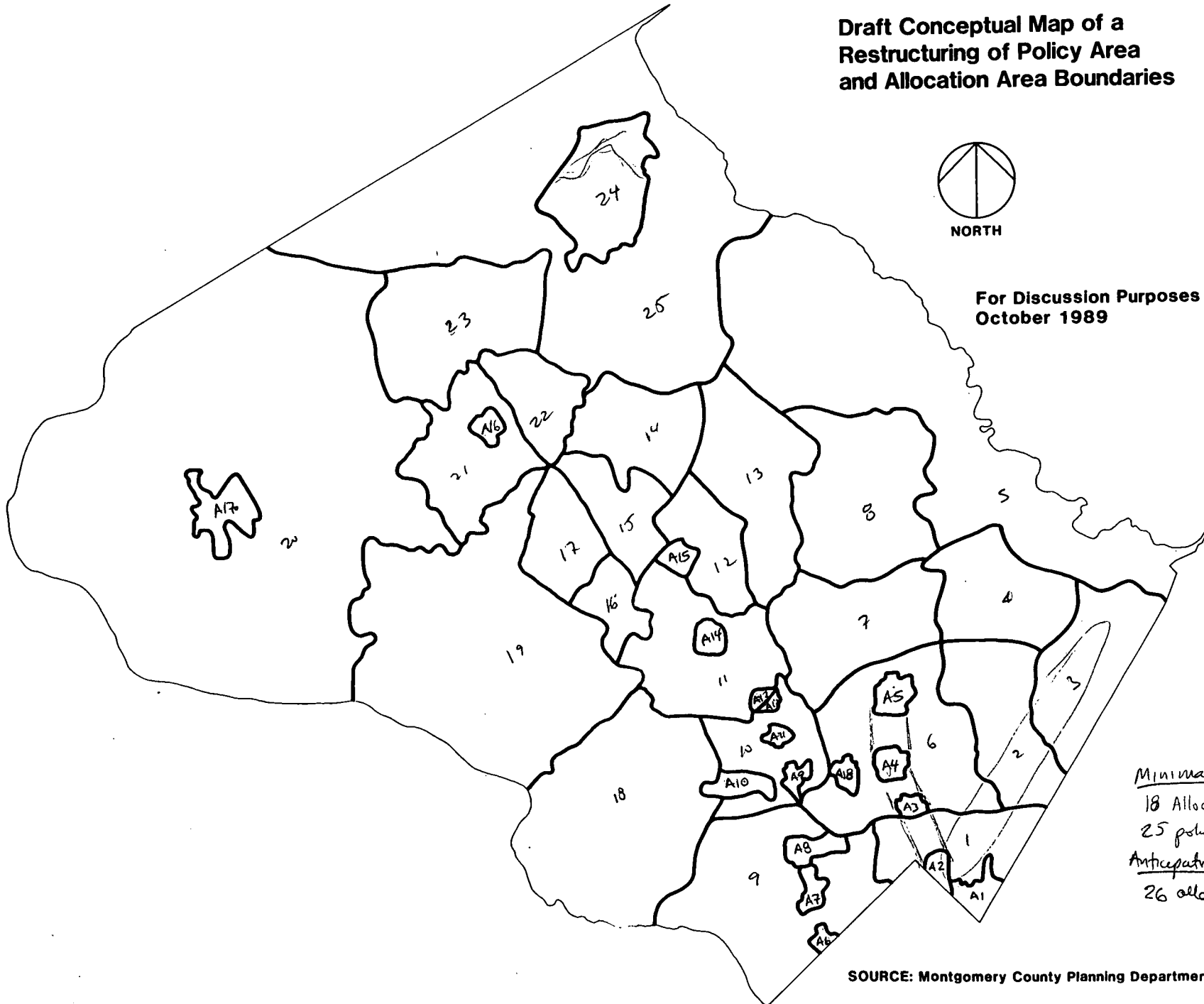
3) Conformance to Planning Area and Master Plan Boundaries. Planning area and master plan boundaries should also be evaluated for their utility in redefining policy areas. These do not always conform to current policy area boundaries or to each other.

4) Relationship to Transit Availability and Use. Policy areas should be composed of areas with relatively similar availability of public transportation (Metrorail, commuter rail, and local buses), as well as the infrastructure to access transit

# **Draft Conceptual Map of a Restructuring of Policy Area and Allocation Area Boundaries**



**For Discussion Purposes Only,  
October 1989**



Minimal approach  
18 Allocation areas  
25 policy areas  
Anticipating Approach  
26 allocation areas

**SOURCE: Montgomery County Planning Department**

(sidewalks and bike paths). This can be assessed in a number of ways, both qualitative and quantitative. Staff would need to evaluate the proposed new areas in terms of these multiple criteria to adapt the new Level of Service standards for redefined policy areas.

5) Identification of Town and Transit Center "Allocation Areas". "Allocation areas" focused on centers should be created where locally higher relative levels of accessibility for non-automobile modes exist. In general, this means allocation areas should be created for all focused town or village centers served by transit, sidewalks, and bike paths, and for all areas within walking distance of rail stations where sidewalks and bike paths have or will be created to enhance non-motorized access. Generally, these "allocation areas" should be relatively compact being no larger than a half-mile walking radius from the center defining the area. Where sector plans have been defined in these areas, they should be used as the basis for defining the "allocation area" unless the resulting area would be too small or too large to serve as an effective administrative unit within walking distance of the center.

6) Identification of Other Special Allocation Areas. Other "allocation areas" which are larger than walking radius around a center should be created out of the fragments of old policy areas where it is necessary to allocate land use between city and County portions of policy areas or where significant differences exist within a policy area in the availability or use of alternatives to the single-passenger automobile. Thus, buffer areas may be created between highly transit-served areas and non-transit-served areas, creating a distinction between corridor city centers, corridor city edges, and the wedge areas.

7) Relation of Allocation Areas to Policy Area Boundaries. If "allocation areas" defined by these criteria are split by a policy area or city/County boundary, the "allocation area" should be split into two pieces, one within the city, one within the County.

8) Future Changes to the Area Structure. In the future, as master plans identify new transit stations, new compact "allocation areas" should be defined to help establish staging policy in the areas within walking distance of the stations.

#### D. Technical Feasibility Issues

1) Zone Structure. To implement these criteria, the Planning Department would need to redefine the traffic zone system. The current traffic zone system, which is more than 15 years old, simply cannot be made to conform to either city boundaries or sector plan boundaries. If we undertake a zone system redefinition, we should also address other problems with our current zones, as any change requires a significant shift in our data management structures. This redefinition of traffic zones used for APF analysis offers an excellent opportunity to trans-

9) Relationship to Conservation Areas. Policy and allocation area boundaries should also be evaluated for conformance to conservation areas, such as the boundaries of agricultural reserve Transfer of<sup>27</sup> Development Rights ending areas and ~~other~~ <sup>other</sup> open space ~~for~~ ~~preservation~~ areas.



form the underlying conceptual structure of the zones used to analyze transportation problems, switching from a traffic zone system to a transportation zone system, from a system based on edges to a system based on centers. The Planning Department would also need to coordinate with the Council of Governments in making these changes.

Changing the traffic zone structure in a way that does not neatly fit the current structure is a difficult proposition, but one which the Research and Transportation Planning Divisions now have the data systems to handle. The Planning Department has developed the capability to use geographic information systems (GIS) to geocode the parcel file and pipeline data, and also has the dedication of trained staff to support data maintenance functions in both divisions. Lack of this capability was one of the prime reasons why it was necessary to delay action on the Council's request for policy area restructuring over the past two years. The Planning Department can produce new base and pipeline land use numbers for a new zone system once boundaries have been digitized using the Research Division's GIS computer system.

2) Edge- versus Center-Based Zone Systems. The current edge-based zone system uses roads to define the boundaries of traffic zones and is well suited to planning for automobiles. This system will still be well suited for the large parts of the County that will remain automobile dependent for the foreseeable future. A new center-based zone system would be very helpful to improve the capability to model travel behavior and systems in the areas where walking, bicycling, and public transportation can be anticipated to provide a large share of the mobility -- namely in the areas where town or transit centers can be defined and reinforced.

3) Calculating Average Traffic Congestion for New Areas. Traffic congestion can soon be summarized with greater flexibility in spatial definitions in the Planning Department's transportation model system since all roadway links are being geocoded to traffic zones. Only slight coding changes would be needed to handle a new zone system to accommodate new policy area boundaries.

In the past, traffic congestion and road capacity for individual road segments have been allocated to only a single policy area. The exception has been in Gaithersburg and Germantown, where I-270 forms the boundary between the east and west portions of these policy areas, and where the congestion and capacity has been evenly allocated between the two sides of the policy areas. With restructured policy areas, the Planning Department proposes that congestion and capacity of boundary roads be evenly allocated between adjoining policy areas wherever a road forms the boundary.

4) Determining Standards of Acceptable Congestion Levels. The introduction of new policy and "allocation areas" would make it necessary to evaluate and propose new average Level of Service standards for these areas. An issue of concern to the Planning Department is how to refine and quantify standards for transit availability that underlie the current classification of policy areas. The restructuring of policy areas needs to address this issue in considerable detail.

The Planning Department's EMME/2 transportation model now contains very detailed data on the location, routes, frequencies, and capacities of bus and rail services in the AM peak hour in Montgomery County. Services available in late 1987 have been coded from detailed schedule information. Most, but not all service changes since then have been reflected in the base year transit network coding. Ride-On and WMATA staff have been consulted for their best guesses as to route and service changes that will occur over the time period of Metrorail build-out. Planning Department staff believes that these guesses are overly conservative and that, if anything, there will likely be more transit service provided over time than has been currently coded in the model. Staff believes that the transit line data used in the model is reasonably representative of transit services that can be counted on for AGP purposes.

This data can be summarized using EMME/2 and other analytic tools recently developed for the CGPS Study. Many different possible summary measures of transit availability or the more general availability or utility of alternatives to the automobile for commuting should be explored as part of the restructuring of the policy areas.

#### E. Timing of a Restructuring

The Planning Department staff proposes that it appears feasible to carry out the work effort outlined above as part of producing the proposed FY 92 AGP in October, 1990. That would include proposing revised staging ceilings which would be in accord with a restructured set of policy areas. This proposal needs to be reviewed by the Planning Board and then by the Council's T&E Committee. It is possible that changes in the conceptual approach decided upon through that process may alter the proposed timing.

#### F. Agency Work Programs

The Planning Department can manage the initial work on a potential restructuring of the policy areas within the anticipated work program resources budgeted for work on the FY 91 AGP. The budget impact, if any, required to complete the work by October, 1990 will be assessed as part of preparing the Planning Department's proposed FY 91 budget.

*Current study completed*  
The Planning Department ~~staff~~ recommends as part of this restructuring of Policy Areas that traffic mitigation programs, transportation management districts, and/or <sup>minimum number of</sup> mode share targets be required for ~~all transit-oriented~~ <sup>all transit-oriented</sup> ~~policy~~ allocation areas to enhance the effectiveness of this change in fostering reduced automobile dependency. Such requirements would be included in <sup>revised</sup> guidelines and criteria for setting level of Service Standards. This policy would be consistent with the current ~~requirements~~ <sup>requirements</sup> for the Silver Spring CBI as a Group II transit oriented policy area ~~centered around a Metro station.~~

The issue of the restructuring of the policy areas has been an agenda item for several of the meetings this past year of the Transportation Model Technical Advisory Committee. It is expected that this effort will continue to be a major agenda item at most of the monthly meetings during the coming year. As such, it should be possible to fit this into the work programs of other agencies with minimal impact.

## **2. AMENDMENT TO FY 90 ANNUAL GROWTH POLICY ON SPECIAL CEILING ALLOCATIONS**

During its deliberations on the FY 90 AGP, Councilmember Subin proposed an amendment to the growth policy which would provide a limited exception to policy area review requirements to ensure that the County has reasonably accessible health care and advanced educational opportunities. The Planning Board was asked to expeditiously prepare an amendment that would: "1) establish additional special ceiling allocations for private health care facilities and post-secondary educational facilities." Planning staff now is in the process of analyzing the proposed amendment which was drafted by Council staff. Specifically, staff is analyzing the market for medical office space, special exceptions for medical or dental clinics, and sewer capacity allocation policies used during the 1970's sewer moratorium. The Planning Board will address this item during the fall worksessions on the FY 91 AGP.

## **3. AMENDMENT TO FY 90 ANNUAL GROWTH POLICY ON LOCAL AREA REVIEW**

Last June, the Council asked the Planning Board to prepare an amendment to the FY 90 AGP which would alter local area review requirements in the Potomac Policy Area. The Council specifically asked that development in areas which contribute traffic to the intersections of Democracy Boulevard and Seven Locks Road and Tuckerman Lane and Seven Locks Road also be subject to local area review because roadways in these areas are more than two lanes and are not really subject to the Potomac Master Plan's two-lane roadway policy. Prior to this AGP amendment, only areas which contributed traffic to the intersection of Montrose Road and Seven Locks Road were subject to local area review.

On July 7, 1989, the Planning Board transmitted such an amendment to the County Executive, who transmitted the amendment to the Council on July 28, 1989. After a public hearing and discussion on September 12, 1989, the Council adopted an amendment which added a local area review requirement for development contributing traffic to 6 more intersections as follows:

- a) Democracy Boulevard at Seven Locks Road;
- b) Tuckerman Lane at Seven Locks Road;
- c) Democracy Boulevard at Westlake Drive;
- d) Westlake Drive at Westlake Terrace;
- e) Westlake Drive at Tuckerman Lane;
- f) Bradley Boulevard at Seven Locks Road.

#### **4. MASTER PLAN AMENDMENT -- GAITHERSBURG VICINITY MASTER PLAN**

The Council also asked that the Planning Board initiate an amendment to the Gaithersburg Vicinity Master Plan that would eliminate certain staging ceiling limitations, including those applicable to the Life Sciences Center. The 1985 Gaithersburg Vicinity Master Plan contained certain staging provisions which were keyed to the capital programming of a set of specific transportation improvements.

On August 18, 1989, the Planning Board transmitted to the Executive and the Council the requested amendment. On September 11, 1989, the Council enacted an amendment to the Master Plan which removes the Stage III development constraints for Staging Districts A (the Corporate District), C (the Bio-Technology District), D (the University District), and F (the Residential District). This amendment was necessary to provide the Shady Grove Life Sciences Center with the transportation capacity necessary to allow development to proceed. This change is consistent with the preliminary draft of the Gaithersburg Vicinity Master Plan Amendment for the Shady Grove Study Area, which recommends that the staging provision of the 1985 Plan be removed and that the Annual Growth Policy be used to determine near-term staging.

#### **5. MASTER PLANS -- SPECIAL CEILING ALLOCATIONS FOR AFFORDABLE HOUSING**

During last June's worksession on the FY 90 AGP, Council-member Adams raised the issue of the possible effect of master plan limitations on the use of the special ceiling allocation for affordable housing. The issue was raised with specific concern for the staging limitations on residential projects in the Bethesda CBD Sector Plan. The Bethesda CBD policy area now has only 798 housing units of remaining transportation staging ceiling capacity under the AGP. Unlike most other policy areas, when this ceiling is used up, the Planning Board will be unable to approve any additional housing units under the AGP's special ceiling allocation for affordable housing due to sector plan constraints. Currently, the FY 90 AGP states:

*The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than AGP guidelines, the guidelines in the adopted master plan or sector plans shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector Plan, Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan.*

Council staff has recommended that this AGP language not be amended to deal with this problem since the AGP cannot alter the provisions of an approved master or sector plan. Council staff has recommended that generic legislation be adopted which would amend Chapter 33A, Planning Procedures, of the Montgomery County Code. A copy of Chapter 33A can be found in Appendix 3 of this report.

The proposed amendment would add a Section 33A-16 to Chapter 33A which would establish the relationship between the Annual Growth Policy and Master and Sector Plans. The draft amendment reads as follows:

**33A-16 Relationship of Annual Growth Policy to Master and Sector Plans.**

- a. *Notwithstanding any other law, use of the annual growth policy or a master or sector plan by a regulatory agency when considering a development approval must be consistent with this section.*
- b. *Except as provided under subsection (c), the provisions of the applicable master or sector plan must be applied by the regulatory agency to the extent that development staging or other limitations in the plan are more restrictive than provided in the annual growth policy. Otherwise, applicable development staging standards, requirements, and limitations in the annual growth policy must be used.*
- c. *A regulatory approval using standards applicable to a special ceiling allocation for affordable housing authorized under the annual growth policy is permissible notwithstanding staging limitations for residential projects in the applicable master or sector plan.*

The Council's Planning, Housing, and Economic Development Committee plans to discuss this matter on November 6, 1989. Planning staff is now studying whether there are other impediments to the AGP's affordable housing provision that may be contained in the various master and sector plans.

**6. PRIORITIZATION OF HIGHWAY AND TRANSIT PROJECTS**

The Council directed the Planning Board and the Executive to review with the Council the County's CIP and State CTP program for the priority of highway and transit projects relative to the General Plan, master plans, and growth policy priorities. The Planning Board has responded to this request with three items in the work program.

A. Relative Timing of State Roads -- Clopper Road (MD 117) and Ridge Road (MD 27)

On July 25, 1989, the Planning Board transmitted to the County Council and the State Delegation a revised Recommended Priority List for Initiation of Project Planning Studies by the State Highway Administration. This list placed at the top the Clopper Road (MD 117) project between Quince Orchard Road (MD 124) in Gaithersburg and Clarksburg Road (MD 121) in Boyds. It recommends that project planning starts should begin in July 1990. Second on the priority list is Ridge Road (MD 27) from the Germantown Drive Interchange with I-270 to north of Damascus.

The Council, in working through the Germantown Master Plan Comprehensive Amendment, realized that there is a short-term shortage of future transportation capacity to support the development of the Town Center in Germantown, a corridor city. In August, this item was reviewed by the Council and Executive and they jointly recommended to the State Delegation that Clopper Road be given first priority, while continuing to acknowledge the importance of Ridge Road improvements.

The State Delegation's Transportation Committee concurred with this recommendation and the full Delegation is expected to vote on this item on November 2, 1989.

B. Analyze Transportation Alternatives for the Town Center in Germantown

Planning Department staff is looking at specific transportation improvements in the Germantown area which would allow for the near-term development of the Germantown Town Center. Specific projects which staff is analyzing include accelerating the programming of the remaining lanes of Great Seneca Highway, accelerating improvements to portions of Clopper Road (MD 117), and transit improvements. Staff was requested by the Council to report to the Council on this issue by December 13, 1989.

C. Review the FY 91-96 CIP with Respect to What Projects Should Receive Priority

Planning Department staff plan to carefully review the FY 91-96 CIP to evaluate the Executive's recommended relative timing of transportation projects. This will be discussed with the Planning Board in February 1990 and presented to the Council as part of their worksessions on the CIP.

To help the Executive and Council prepare for such discussions, Planning Department staff have developed Tables 1 and 2. They show for housing and jobs staging ceilings, respectively, historical time series of the net remaining capacity for subdivision approvals in accord with the staging ceilings that were adopted by the Council at the beginning of each fiscal year. These tables also give the corresponding "thresholds" which were approved by the Planning Board as part of the Annual Comprehen-

Table 1

NET REMAINING CAPACITY UNDER TRANSPORTATION STAGING CEILINGS, 1982-1989  
HOUSING

POLICY AREA	COMPREHENSIVE PLANNING POLICIES						ANNUAL GROWTH POLICY		
	Count 50%		Count 80%		Count 100%		Count 100%		
	First		First		First		First		
	6 Years <sup>8</sup>		6 Years <sup>9</sup>		6 Years <sup>10</sup>		4 Years <sup>11</sup>		
	1982	1983	1984	1985	1986	1986A	FY 88	FY 89	FY 90
ASPEN HILL <sup>1</sup>	NA	NA	NA	NA	NA	NA	NA	NA	(4,118)
BETHESDA CBD <sup>2</sup>	NA	NA	NA	NA	NA	NA	NA	1,013	798
BETHESDA/CHEVY CHASE <sup>2</sup>	2,072	2,313	3,249	3,112	3,354	3,198	2,764	3,497	2,185
CLOVERLY	(1,157)	(1,860)	(1,928)	(1,992)	(1,794)	(1,804)	(1,480)	(1,168)	(2,048)
DAMASCUS <sup>3</sup>	NA	NA	NA	NA	(2,120)	(1,620)	(1,274)	(664)	(666)
FAIRLAND/WHITE OAK <sup>4</sup>	1,351	(992)	(295)	(2,133)	(1,571)	2,573	(1,308)	(3,668)	(3,113)
GAITHERSBURG EAST <sup>5</sup>	2,764	74	2,811	(1,354)	1,455	2,452	3,215	2,013	1,832
GAITHERSBURG WEST <sup>5</sup>	NA	NA	NA	NA	2,174	286	2,846	1,576	(723)
GERMANTOWN EAST	(1,677)	(1,695)	(1,718)	(1,817)	(2,227)	(2,227)	(1,573)	130	1,388
GERMANTOWN WEST	(6,947)	(11,031)	(11,651)	(5,580)	(2,734)	(9,736)	(1,860)	543	0
KENSINGTON/WHEATON <sup>1</sup>	5,174	3,415	3,946	2,015	845	836	721	1,982	2,382
NORTH BETHESDA	2,037	3,235	3,199	3,103	1,003	503	(270)	(173)	(392)
OLNEY	2,587	1,970	2,387	1,019	924	724	273	417	322
POTOMAC	2,621	2,396	2,324	1,931	NA	NA	1,259	2,109	2,060
ROCKVILLE <sup>6</sup>	NA	NA	NA	NA	NA	NA	NA	1,486	1,467
SILVER SPRING CBD <sup>7</sup>	NA	NA	NA	NA	NA	NA	3,000	3,348	1,684
SILVER SPRING/TAKOMA PARK <sup>7</sup>	7,199	6,985	3,040	2,916	2,848	1,836	617	578	502

- <sup>1</sup> The Kensington/Wheaton/Aspen Hill policy area was separated into the Aspen Hill and Kensington/Wheaton policy areas for the first time in the FY 90 AGP.
- <sup>2</sup> The Bethesda/Chevy Chase policy area was separated into the Bethesda CBD and Bethesda/Chevy Chase policy areas for the first time in the FY 89 AGP.
- <sup>3</sup> Damascus was created as a new policy area in 1986.
- <sup>4</sup> In FY 88, ceilings in Fairland/White Oak were based on roadway LOS  $\bar{D}$ , in FY 89 this was changed to  $\bar{C}/\bar{D}$ .
- <sup>5</sup> The Gaithersburg policy area was separated into the Gaithersburg East and West policy areas for the first time in 1986.
- <sup>6</sup> The Rockville policy area was assigned a staging ceiling for the first time in the FY 89 AGP.
- <sup>7</sup> The Silver Spring/Takoma Park policy area was separated into the Silver Spring CBD and Silver Spring/ Takoma Park policy areas for the first time in the FY 88 AGP.
- <sup>8</sup> Programmed facility definition required that at least 50% of expenditures for construction are scheduled within 6 years.
- <sup>9</sup> Programmed facility definition tightened to require that at least 80% of expenditures for construction are scheduled within 6 years.
- <sup>10</sup> Programmed facility definition changed to require that at least 100% of expenditures for construction are scheduled within 6 years.
- <sup>11</sup> Programmed facility definition further tightened to require that at least 100% of expenditures for construction are scheduled within 4 years.

NOTE: NA means staging ceiling not adopted for that year.

Source: Montgomery County Planning Department, Research Division, October 1989.

Table 2

NET REMAINING CAPACITY UNDER TRANSPORTATION STAGING CEILINGS, 1982-1989  
JOBS

POLICY AREA	COMPREHENSIVE PLANNING POLICIES						ANNUAL GROWTH POLICY		
	Count 50%			Count 80%	Count 100%	Count 100%	Count 100%		
	First			First	First	First	First		
	6 Years <sup>8</sup>			6 Years <sup>9</sup>	6 Years <sup>10</sup>	4 Years <sup>11</sup>	4 Years <sup>11</sup>		
	1982	1983	1984	1985	1986	1986A	FY 88	FY 89	FY 90
ASPEN HILL <sup>1</sup>	NA	NA	NA	NA	NA	NA	NA	NA	272
BETHESDA CBD <sup>2</sup>	NA	NA	NA	NA	NA	NA	NA	303	175
BETHESDA/CHEVY CHASE <sup>2</sup>	10,006	6,305	7,314	6,383	583	468	1,756	10,312	10,122
CLOVERLY	489	480	437	437	218	218	500	307	(93)
DAMASCUS <sup>3</sup>	NA	NA	NA	NA	(1,845)	(1,845)	608	665	352
FAIRLAND/WHITE OAK <sup>4</sup>	6,203	2,874	3,161	2,279	(241)	(241)	(4,171)	(9,496)	(9,959)
GAITHERSBURG EAST <sup>5</sup>	14,671	13,245	21,133	22,886	8,488	6,238	(1,642)	(4,658)	(4,857)
GAITHERSBURG WEST <sup>5</sup>	NA	NA	NA	NA	12,673	5,193	3,605	4,713	3,312
GERMANTOWN EAST	629	608	1,571	1,308	(264)	(247)	(1,221)	2,989	562
GERMANTOWN WEST	(4,430)	(5,850)	(5,857)	(2,404)	(2,237)	(6,737)	425	2,015	302
KENSINGTON/WHEATON <sup>1</sup>	4,884	4,771	5,753	5,496	3,554	3,477	8,169	6,214	6,210
NORTH BETHESDA	6,924	6,483	6,465	296	(2,230)	(2,730)	(1,277)	(431)	(3,435)
OLNEY	614	501	2,726	2,711	612	607	458	17	153
POTOMAC	0	0	0	0	NA	NA	2,467	2,768	2,768
ROCKVILLE <sup>6</sup>	NA	NA	NA	NA	NA	NA	NA	1,635	1,507
SILVER SPRING CBD <sup>7</sup>	NA	NA	NA	NA	NA	NA	10,750	10,750	457
SILVER SPRING/TAKOMA PARK <sup>7</sup>	15,336	14,365	11,042	10,446	421	2,421	500	356	5

- <sup>1</sup> The Kensington/Wheaton/Aspen Hill policy area was separated into the Aspen Hill and Kensington/Wheaton policy areas for the first time in the FY 90 AGP.
- <sup>2</sup> The Bethesda/Chevy Chase policy area was separated into the Bethesda CBD and Bethesda/Chevy Chase policy areas for the first time in the FY 89 AGP.
- <sup>3</sup> Damascus was created as a new policy area in 1986.
- <sup>4</sup> In FY 88, ceilings in Fairland/White Oak were based on roadway LOS D, in FY 89 this was changed to C/D.
- <sup>5</sup> The Gaithersburg policy area was separated into the Gaithersburg East and West policy areas for the first time in 1986.
- <sup>6</sup> The Rockville policy area was assigned a staging ceiling for the first time in the FY 89 AGP.
- <sup>7</sup> The Silver Spring/Takoma Park policy area was separated into the Silver Spring CBD and Silver Spring/ Takoma Park policy areas for the first time in the FY 88 AGP.
- <sup>8</sup> Programmed facility definition required that at least 50% of expenditures for construction are scheduled within 6 years.
- <sup>9</sup> Programmed facility definition tightened to require that at least 80% of expenditures for construction are scheduled within 6 years.
- <sup>10</sup> Programmed facility definition changed to require that at least 100% of expenditures for construction are scheduled within 6 years.
- <sup>11</sup> Programmed facility definition further tightened to require that at least 100% of expenditures for construction are scheduled within 4 years.

NOTE: NA means staging ceiling not adopted for that year.

Source: Montgomery County Planning Department, Research Division, October 1989.



sive Planning Policies reports between 1982 and 1986. Portions of these tables have been highlighted to show which policy areas had negative net remaining staging ceilings at each point in time. As such, one can see which areas have been in subdivision moratorium for what length of time and in which areas transportation improvements have provided sufficient staging ceiling increases to remove the deficit situation. The top of the chart shows the basic criteria in effect that year with regard to counting different transportation projects as programmed facilities. Planning staff believes that this information is an important factor in assessing the priorities of future investments in highway and transit projects.

## **7. CONTINUED COMPREHENSIVE REVIEW OF THE FISCAL IMPACTS OF GROWTH**

During the past year, the Planning Department has made two major accomplishments in reviewing the fiscal impacts of growth.

### **A. Development of the FISCAL Model for the CGPS Study**

First, staff developed the FISCAL model to evaluate the fiscal implications of alternative development scenarios as part of the Comprehensive Growth Policy Study (CGPS). The results of the CGPS were presented to the County Council in September. The basic conclusion of the fiscal study is that the County can probably afford to pay for long term growth. The largest differences in projected fiscal outcomes are caused by modifying assumptions concerning external factors such as intergovernmental revenues and real income growth. Compared to the effect of these two assumptions on the fiscal impact, the effect of the different scenarios is minimal. A more detailed discussion of this analysis can be found in volumes II and IV of the CGPS report.

### **B. Update of the REDI Model**

Second, the Planning Department updated the Residential and Employment Development Impact Model (REDI) to incorporate FY 88 budget data and the results of the 1987 Census Update Survey. The updated version of REDI has also increased the number of geographic areas which can be analyzed from 10 to 15 and increased the number of employment types from 4 to 6. The REDI model estimates the revenues and expenditures of employment facilities by type and location and of the households associated with that employment. The Office of Economic Development has used the model to evaluate specific development projects and the Office of Planning Policies has used it in their master plan work. The Planning Department is in the process of comprehensively documenting the model to make it easier to use by others.

## **8. IDENTIFICATION OF MEASURES TO PROVIDE MORE ADEQUATE HOUSING CAPACITY UNDER STAGING CEILINGS**

### **A. Background**

Over the past several years, the County Council has become more and more concerned about affordable housing and employee shortages. As Montgomery County's unemployment rate declined from 2.7 percent in July 1988 to 2.5 percent in July 1989, the labor shortage has become more pronounced. According to the Maryland Department of Economic and Employment Development, Montgomery County has the lowest unemployment rate in the state. A recent report, "Effect of Future Growth on Labor and Housing," published by COG in July 1989 forecast that the area's labor market will be characterized by a continued labor shortage in the future.

Compounding this problem, is the rising price of housing in the area. The median price of a single-family house in Montgomery County jumped nearly 17 percent to \$145,000 between 1987 and 1988. The median price of a new, single-family detached house increased over 28 percent to \$232,000 for that same period. These price increases, significantly greater than the 4.1 percent increase in the Consumer Price Index for this period, make it very difficult for people commuting to jobs in Montgomery County to move closer to their place of employment.

A recent survey by the Office of Landlord and Tenant Affairs showed that the rental housing market is also expensive and tight. According to this survey, percentage increases in rental rates are above increases recorded the previous year for efficiency and one bedroom apartments. Between 1988 and 1989, rental rates for these unit types increased by 4.9 percent and 6.4 percent, respectively. In addition, the rental vacancy rate declined slightly county-wide between April 1988 and April 1989, from 4.3 percent to 3.9 percent.

Montgomery County's housing development pipeline consists of about 30,500 units as of September 28, 1989. The Planning Department estimates that County-wide most of the current residential pipeline will be built out by 1993. Several policy areas which are forecast to build out their current pipeline by 1991 include the Bethesda CBD, Cloverly, Damascus, Kensington-Wheaton, and North Bethesda, provided we do not have a recession.

In contrast to this tight housing market, the Washington, D.C. metropolitan area has an oversupply of office space. With vacancy rates of 15 percent in Montgomery County, we have enough space to accommodate absorption over the next several years. Vacancy rates range from a low of 11 percent in the Bethesda CBD to a high of 28 percent in the Silver Spring CBD. In addition to this space, Montgomery County's current pipeline for employment consists of about 104,800 jobs, sufficient capacity to accommodate County-wide about another six years of at-place employment

growth. For more information on these trends, please refer to the Planning Department's 1989 Trends and Forecasts report.

In response to these concerns, the Planning Department has identified a number of measures which could provide more adequate housing capacity under the AGP's transportation staging ceilings. Some of these measures could also affect job staging ceilings. A discussion of these measures follows. They are not listed in any particular order.

B. Allocate a Greater Proportion of New Transportation Staging Ceiling Capacity to Housing than to Jobs.

The Planning Department has already tried to accomplish this with our FY 91 anticipated staging ceilings, where other considerations do not outweigh the Council's interest in finding more adequate housing capacity under the staging ceilings. In allocating new ceiling capacity, staff has increased the housing staging ceilings by 8,000 housing units while only increasing the jobs staging ceilings by 4,000 jobs. In three of the five policy areas gaining new transportation staging ceiling, large negative net remaining capacities for jobs caused the Planning Department to allocate at least part of the new capacity to relieving the traffic congestion and the subdivision moratorium.

Under the high ceiling scenario, Planning staff increased the transportation staging ceilings by an additional 13,250 housing units and 10,000 jobs over the anticipated level. In Germantown East, zoning ceiling constraints on the housing side and the desire to have a better balance between employment opportunities and housing prevented any further allocation of transportation capacity to the housing ceiling. In Germantown West, concern for the development of the Germantown Town Center, a corridor city, caused staff to allocate ceiling capacity to help reduce the jobs subdivision moratorium. Even with these constraints, the combined allocation for housing in the Germantown policy areas was 6,500 units for the high scenario.

C. Increase the Policy Area Limit on the Special Ceiling Allocation for Affordable Housing.

Last year in the FY 90 AGP, the Council eliminated the County-wide limit of 1,000 units which are eligible for special ceiling allocation for affordable housing. Currently, the FY 90 AGP has a policy area limit of 125 units for projects owned or controlled by the Housing Opportunities Commission (HOC) and 250 units for privately owned affordable housing developments. While this limit has not presented a problem to date, HOC anticipates that it will be a problem during FY 90. In addition, Council-member Hanna's plan for productivity housing also may result in the need to raise this cap.

Since the Council's adoption of the special ceiling allocation for affordable housing in the AGP, the Planning Board has approved 7 projects for a total of 639 housing units which have

qualified under this AGP provision. Of these, 566 units were approved in FY 89 and 73 have been approved thus far in FY 90. The largest project was 218 units and the smallest was 23. A listing of these projects is presented below.

Affordable Housing Projects Approved Under the AGP  
Special Ceiling Allocation for Affordable Housing

<u>Project Name</u>	Total Number of Units	<i>Affordable</i> <u>units</u>	<u>Policy Area</u>	<u>Approval Date</u>
Campus Apartments	218		Germantown East	6/88
Burnt Mill Crossing	96		Fairland/White Oak	8/88
Timberlawn Crescent	23		North Bethesda	6/89
Magruder Village	159		Damascus	6/89
NV Land, Parcel CA	70		Germantown West	6/89
Rebold Property	31		Fairland/White Oak	7/89
Bond Property	42		Fairland/White Oak	9/89

Source: Montgomery County Planning Department, Research Division, October, 1989.

In addition to the above, HOC has certified one other affordable housing project, NV Land, Parcels AC and AF, of 136 units in Germantown West.

This fall, HOC held a public competitive application process which ended on September 21, 1989 to maximize the use of the AGP's special ceiling allocation for affordable housing during FY 90. Five applications were received, of which four may be certified by HOC. HOC received two applications for a total of 305 units in Germantown West, one for 70 units in Cloverly, and one for 20 units in Damascus. In addition, HOC plans to submit a preliminary plan application for a 120-unit affordable housing project in Damascus which would draw down on the affordable housing exception in FY 90. Additional applications for certification may be submitted to HOC during the rest of the fiscal year.

Because of the FY 90 cap of 250 privately owned units, the Planning Board will be unable to approve these additional units in Germantown West, since the Planning Department is already conducting a Local Area Review for a 136-unit affordable housing project against the FY 90 policy area limit of 250. When added to the 136-unit development already under review, either of these two projects in Germantown would individually exceed this year's current allocation. Therefore, the Council may want to consider amending the AGP to raise this cap. An increase in the limit to 450 units would allow the Planning Board to consider approving both of these projects and an increase to 275 would allow the Board to consider one of them.

D. Better Count Capacity from Transit, Pedestrian, and Bicycle Improvements.

1) Consider Counting Transportation Capacity that Would Result from Anticipated Service Improvements in MARC and/or from the Possible Designation of HOV Lanes on I-270 in Calculating Staging Ceilings. Planning staff will be making an effort to analyze the effect on the ceilings of counting this additional transportation capacity. Recent work on the Comprehensive Growth Policy Study has enabled the transportation model to be more sensitive to such additions of transportation capacity. However, whether such analysis procedures can be adopted to the AGP analytic framework remains to be seen.

2) In the Future, Count More Effectively Programmed Changes in Transit Services in Determining Ceilings. Currently, it is very difficult to do this since a 4-year program of anticipated changes is not now available, except for Metrorail service extensions, park-and-ride lots, and light rail projects. The Capital Improvements Program provides information on the number of buses and rail cars which will be purchased but does not provide any information on which routes buses will be operated on and how they might alter service frequencies. The Planning Department recommends that the Council ask the Department of Transportation to prepare a 4-year operations plan which would provide detailed information on anticipated changes in transit service level, frequency, and routes. If this was done, the County Council could then count 4 years of programmed transit services, similar to the way we count 4 years of road facilities.

3) Explore Making the Transportation Model More Sensitive to the Availability of Sidewalks, Bicycle Paths, and Bus Shelters. Currently, the model includes a simple zone-level index of pedestrian and bicycle accessibility to the transit system. Planning staff believes that there may be more accurate and analytical ways to account for sidewalks and bicycle paths in the future. If analysis changes can be made to accomplish this, then additional information will be needed concerning programmed sidewalk and bicycle paths. Similar to the recommendation on an operations plan for transit service, staff recommends that changes in sidewalks and bicycle paths be more explicitly provided. Currently, the CIP provides general information about sidewalk and bicycle path improvements, but does not explicitly state where these projects will be constructed.

E. Count the Fifth and/or the Sixth Year of Transportation Projects in the CIP in Developing Future Staging Ceilings.

As currently required by the Adequate Public Facilities Ordinance, there is a criterion that only "additional roads programmed in the current adopted Capital Improvements Program of the County or the Maryland Consolidated Transportation Program, for which 100 percent of the expenditures for construction are estimated to occur in the first four years of the program" can be

counted for the purposes of developing transportation staging ceilings. Prior to 1986, the criterion had been less rigid, and more facilities in later years of the CIP were considered as being programmed for purposes of administering the APFO. Tables 1 and 2 briefly summarized how this policy criteria has changed over time. For example, in 1982, facilities for which at least 50 percent of expenditures for construction were scheduled within 6 years were counted.

In recognition of the progress the County and State Highway Administration have made in managing their budgets and transportation construction programs, and the greater confidence we now have in construction schedules, the Council could ease the criteria slightly. In addition, both housing construction and commercial construction have slowed somewhat in recent years, and it may be less risky to count projects scheduled in the outer years of the transportation program. Last year, for example, housing completions in Montgomery County declined by about 20 percent, from 9,831 in 1987 to 7,826 units in 1988. Non-residential construction slowed to the completion of about 4.0 million square feet, down 20.9 percent from 1987's 5 million square feet. The Round IV Cooperative Forecast shows a decline in the growth rate region-wide and in Montgomery County for the 1990-1995 period.

The Planning Department's high scenario is an example of the staging ceiling capacity which could be gained by counting the anticipated fifth year of the FY 91 CIP. If such an option were pursued, related modifications would be needed in the Approved Roads Program and in Local Area Review procedures.

F. Change Average Level of Service Standards (LOS) to Allow More Congestion in Selected Policy Areas or County-Wide.

1) Change the Average Level of Service Standard. The Council could make a policy decision that the need to provide ceiling capacity for more housing in the County outweighs the need to provide for less congested roads. Currently, the County has six groups of average Level of Service which are based upon the degree of public transportation service available to them. These groups are related to the average roadway congestion experienced in those areas. By lowering the average Level of Service standard, the Council would be stating that more congestion is acceptable, given the greater policy concern to provide more capacity for more housing.

2) Increase the Number of Groups of Average Level of Service. Because we now only have six Level of Service groupings, any change in the standard involves large changes in the amount of transportation capacity available. If the standard is lowered, large changes in ceilings would occur and additional capacity for both jobs and housing would become available. The change in the Fairland/White Oak Level of Service standard in FY 89 from Group IV to Group III is an example of what happens when

the standard is changed. This change resulted in a ceiling drop of more than 5,000 housing units and more than 5,000 jobs. It may be possible to increase the number of groups to perhaps 10 so that we would be more sensitive to the availability of transit and so that any change in service would not involve such significant changes in capacity.

3) Analyze the Feasibility of Using a Continuous Function of Average Levels of Service. Another alternative is to move in the direction of a more continuous function of Levels of Service from the current step-wise function. This would enable the County to make more modest annual changes in ceilings in response to modest improvements in the availability and/or use of transit, ridesharing, cycling, and walking as modes of travel in an area.

G. Explore Making Staging Ceiling Allocations More Sensitive to Differences in Trip Generation Rates Between Single-Family and Multi-Family Housing.

In the future, the Council might want to consider allocating separate staging ceilings for single-family and multi-family housing, with a reservation of capacity for more affordable multi-family housing and a provision for swapping between single- and multi-family capacity when one or the other is used up in a policy area. The trade-off formula between single- and multi-family housing would need to explicitly recognize that multi-family housing generates fewer trips per household than single-family housing.

Ceilings are now established for households undifferentiated by type. The transportation model implicitly assumes in its trip generation rates that single- vs. multi-family housing is added to policy areas in proportion to the current mix of housing in those areas. Multi-family housing has lower trip generation rates per household than single-family housing. If the Council were to establish separate reservations of housing capacity in all policy areas for multi-family housing in a proportion greater than the current share of multi-family housing in the policy areas, it would be possible to add more housing capacity, since this shift towards multi-family housing would reduce the number of trips generated per household. Of course, such a procedure would not change the zoning on any parcel and such an allocation would need to account for the zoning yield.

Planning staff plans to update the transportation model over the next year with respect to the trip generation features of the system. In that work, consideration can be given to differentiating between multi-family and single-family housing.

H. Restructure Policy Area Boundaries to Better Deal with Pattern and Location.

The Comprehensive Growth Policy Study showed that the pattern of growth is more important than the total amount of growth or the pace of growth in determining the level of traffic congestion. When housing and employment are located and clustered in pedestrian and bicycle friendly areas near transit service, more housing and jobs can be accommodated without exceeding average level of service standards. A more complete discussion of this measure is presented as the first item of this chapter.



FY 91  
Staging  
Ceiling  
Recommendations

## 1. TRANSPORTATION CEILINGS

The Planning Department's FY 91 anticipated ceilings would provide greater ceiling capacity in five policy areas than those which were adopted by the Council in FY 90. The FY 91 anticipated ceilings would eliminate the housing subdivision moratorium in Gaithersburg West. The high ceiling scenario would eliminate both the jobs and housing subdivision moratorium in Germantown West and the jobs subdivision moratorium in Gaithersburg West. The following table shows the County-wide gross transportation ceilings for jobs and housing and their relative jobs to housing ratio. In allocating, new staging ceiling capacity, the Planning Department has assigned a greater proportion to housing than to jobs wherever possible, bringing the jobs/housing ratio down from 1.65 for the adopted ceilings to 1.62 for anticipated, and 1.59 for the high ceiling scenario. Zoning ceiling constraints and large employment subdivision moratoriums, however, limited the allocation of capacity to housing in some policy areas.

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### County-Wide Gross Transportation Staging Ceilings

<u>Ceiling</u>	<u>Jobs</u>	<u>Housing</u>	<u>J/H Ratio</u>
FY 90 Adopted Ceiling	489,510	296,210	1.65
FY 91 Anticipated Ceiling	493,510	304,210	1.62
High Ceiling Scenario	503,510	317,460	1.59

#### A. FY 90 Ceiling

The FY 90 adopted ceilings are based on projects in the approved FY 90-95 CIP and the State FY 89-94 CTP for which 100 percent of the construction expenditures are programmed within the first four years. As of September 28, 1989, these ceilings result in a positive net remaining capacity in 10 policy areas for housing and 9 policy areas for jobs. Seven policy areas have a negative net remaining capacity for housing and 8 have a negative net remaining for jobs. Since June 27, 1989, 3 additional policy areas have entered a housing subdivision moratorium. The following lists policy areas in a subdivision moratorium under FY 90 ceilings.

#### Policy Areas with Negative Remaining Capacity Under the FY 90 Ceilings (Pipeline as of September 28, 1989)

##### No Approvals for Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
Gaithersburg West  
Germantown West  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

##### No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
Gaithersburg West  
Germantown West  
North Bethesda

B. FY 91 Anticipated Ceiling

*Ex W  
housing  
moratorium  
ended*

The Planning Department's FY 91 anticipated ceilings, which are based on projects which have 100 percent of their expenditures for construction scheduled in the fifth year of the FY 90-95 CIP and the State FY 90-94 CTP raise staging ceiling levels in 5 policy areas for housing and three policy areas for jobs. The total County-wide ceiling increase recommended is 8,000 housing units and 4,000 jobs. As a result, Gaithersburg West, currently in a subdivision moratorium under the FY 90 ceilings, would have a positive remaining capacity under anticipated ceilings. The following summarizes staging ceiling changes and the Planning Department's allocation of capacity to housing and jobs by policy area.

\* Aspen Hill. The addition of an eastbound lane to Veirs Mill Road and Twinbrook Parkway would slightly reduce the housing subdivision moratorium by 500 housing units.

*(*

\* Gaithersburg West. The widening of MD 28 would eliminate the housing subdivision moratorium by increasing the housing ceiling by 4,500 units and reduce the job ceiling deficit by 2,500 jobs.

\* Fairland/White Oak. The widening of East Randolph Road and the upgrade of Robey Road to a residential primary provides some relief and would decrease the ceiling deficit by 1,000 for both housing units and jobs.

*No deficit now!*

\* Gaithersburg East. The widening of the Watkins Mill Road Bridge to two lanes would reduce the housing ceiling deficit by 500 housing units.

\* Rockville. The widening of MD 28 would increase the housing ceiling by about 1,500 housing units and reduce the jobs deficit by 500 jobs.

In addition to the above road improvements, the Georgetown Branch may provide additional staging ceiling capacity for Silver Spring and Bethesda-Chevy Chase for the FY 91 anticipated scenario. The Council is expected to make a decision this fall on whether to proceed with the project, probably in time for the Planning Department to make a specific recommendation of the effect of this improvement on transportation staging ceilings. Appendix 1 provides a detailed listing of transportation projects in the FY 90-95 Capital Improvements Program.

Policy areas which would continue to be in a subdivision moratorium even with the additional capacity from the anticipated ceilings are listed below.

Policy Areas with Negative Remaining Capacity  
Under the FY 91 Anticipated Ceilings  
(Pipeline as of September 28, 1989)

No Approvals for Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
Gaithersburg West  
Germantown West  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
Germantown West  
North Bethesda

C. FY 91 High Ceiling Scenario

The high ceiling scenario, which incorporates projects in the sixth year of the FY 90-95 CIP and the fifth year of the State CTP, would increase ceiling capacity above the anticipated level in seven policy areas for housing and four policy areas for jobs. This scenario would increase ceilings by an additional 13,250 housing units and 10,000 jobs over the anticipated scenario. The following summarizes high ceiling scenario capacity changes above the anticipated level and the jobs/housing allocation.

\* Cloverly. The widening of New Hampshire Avenue would add 500 housing units to the ceiling, slightly relieving the housing ceiling deficit. )) real addition

\* Damascus. The MD 124 extension project would help to reduce the negative net remaining housing capacity by adding 250 units to the ceiling.

\* Fairland/White Oak. The scheduled widening of New Hampshire Avenue between Randolph Road and the Inter-County Connector would further reduce the housing ceiling deficit by adding 1,000 units to the ceiling.

\* Gaithersburg East. The construction of the Germantown/Montgomery Village Connector and the Watkins Mill Road Extension would add 2,000 housing units and 2,000 jobs to the staging ceilings. This high ceiling scenario assumes that the Council will have resolved the environmental issues associated with the Germantown/Montgomery Village Connector. )) real addition

\* Gaithersburg West. The continuation of Watkins Mill Road in Gaithersburg West also would add 3,000 housing units and 1,500 jobs to the staging ceilings. This increase in the jobs ceiling would bring the area out of a job subdivision moratorium, assuming the September 28, 1989 pipeline. )) Gail jobs moratorium ended

*real addition* ( ( \* Germantown East. The Germantown/Montgomery Village Connector and the initial phases of the Father Hurley Boulevard Extension and Interchange projects would add 2,500 housing units and 4,000 jobs to the staging ceilings in this area. This high ceiling scenario assumes that the Council will have resolved the environmental issues associated with the Germantown/Montgomery Village Connector.

*Stark  
random  
added  
Jobs & hh* ( ( \* Germantown West. The initial phases of the Father Hurley Boulevard Extension and Interchange projects would eliminate both the jobs and housing subdivision moratoriums in Germantown West. These projects would add 4,000 housing units and 2,500 jobs to the staging ceilings.

The following lists policy areas which would continue to be in a subdivision moratorium even with the additional capacity counted in the high ceiling scenario.

Policy Areas with Negative Remaining Capacity  
under the High Ceilings Scenario  
(Pipeline as of September 28, 1989)

No Approvals for Jobs

Cloverly  
Fairland/White Oak  
Gaithersburg East  
North Bethesda  
Rockville  
Silver Spring/Takoma Park

No Approvals for Housing

Aspen Hill  
Cloverly  
Damascus  
Fairland/White Oak  
North Bethesda

The tables, charts, and maps on the next several pages provide more detailed information on FY 90, FY 91 anticipated, and FY 91 high scenario ceilings and net remaining capacities. The maps show policy areas in subdivision moratorium under current staging ceilings or policy areas expected to be in a subdivision moratorium under the anticipated or high scenario ceilings.

**2. PUBLIC SCHOOL CAPACITIES**

Because MCPS has not yet released their 1989 enrollment forecast for 1994 and the requested FY 91-96 CIP, the school capacity analysis is not available for the Planning staff draft of the FY 91 Annual Growth Policy. This information should be available for the Planning Board's worksession on the FY 91 AGP.

Table 3

HOUSING  
TRANSPORTATION STAGING CEILING CAPACITY USING FY 90, 91, AND HIGH SCENARIO CEILINGS  
January 1989 Base

Policy Area <sup>1</sup>	FY 90		Net Remaining Capacity	Anticipated		High Scenario	Net Remaining Capacity
	Net Ceiling	Pipeline 9/28/89		FY 91 Net Ceiling	Net Remaining Capacity		
	A	B	C	D	E	F	G
	(A-B)			(D-E)			(F-G)
Aspen Hill	(1,954)	3,244	(5,198)	(1,454)	(4,698)	(1,454)	(4,698)
Bethesda CBD <sup>2</sup>	1,638	840	798	1,638	798	1,638	798
Bethesda/Chevy Chase	3,868	1,717	2,151	3,868	2,151	3,868	2,151
Cloverly	(1,845)	208	(2,053)	(1,845)	(2,053)	(1,345)	(1,553)
Damascus	(569)	264	(833)	(569)	(833)	(319)	(583)
Fairland/White Oak	(1,469)	1,925	(3,394)	(469)	(2,394)	531	(1,394)
Gaithersburg East	5,770	4,173	1,597	6,270	2,097	8,270	4,097
Gaithersburg West	3,864	5,742	(1,878)	8,364	2,622	11,364	5,622
Germantown East	2,407	1,119	1,288	2,407	1,288	4,907	3,788
Germantown West	2,650	2,722	(72)	2,650	(72)	6,650	3,928
Kensington/Wheaton	2,698	354	2,344	2,698	2,344	2,698	2,344
North Bethesda	849	1,476	(627)	849	(627)	849	(627)
Olney	2,903	2,597	306	2,903	306	2,903	306
Potomac <sup>2</sup>	3,424	1,423	2,001	3,424	2,001	3,424	2,001
Rockville	1,850	831	1,019	3,350	2,519	3,350	2,519
Silver Spring CBD	3,382	1,698	1,684	3,382	1,684	3,382	1,684
Silver Spring/Tak.Pk.	678	184	494	678	494	678	494
Total Policy Areas	35,981	30,517	13,682	42,481	18,304	54,512	29,732

<sup>1</sup> Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

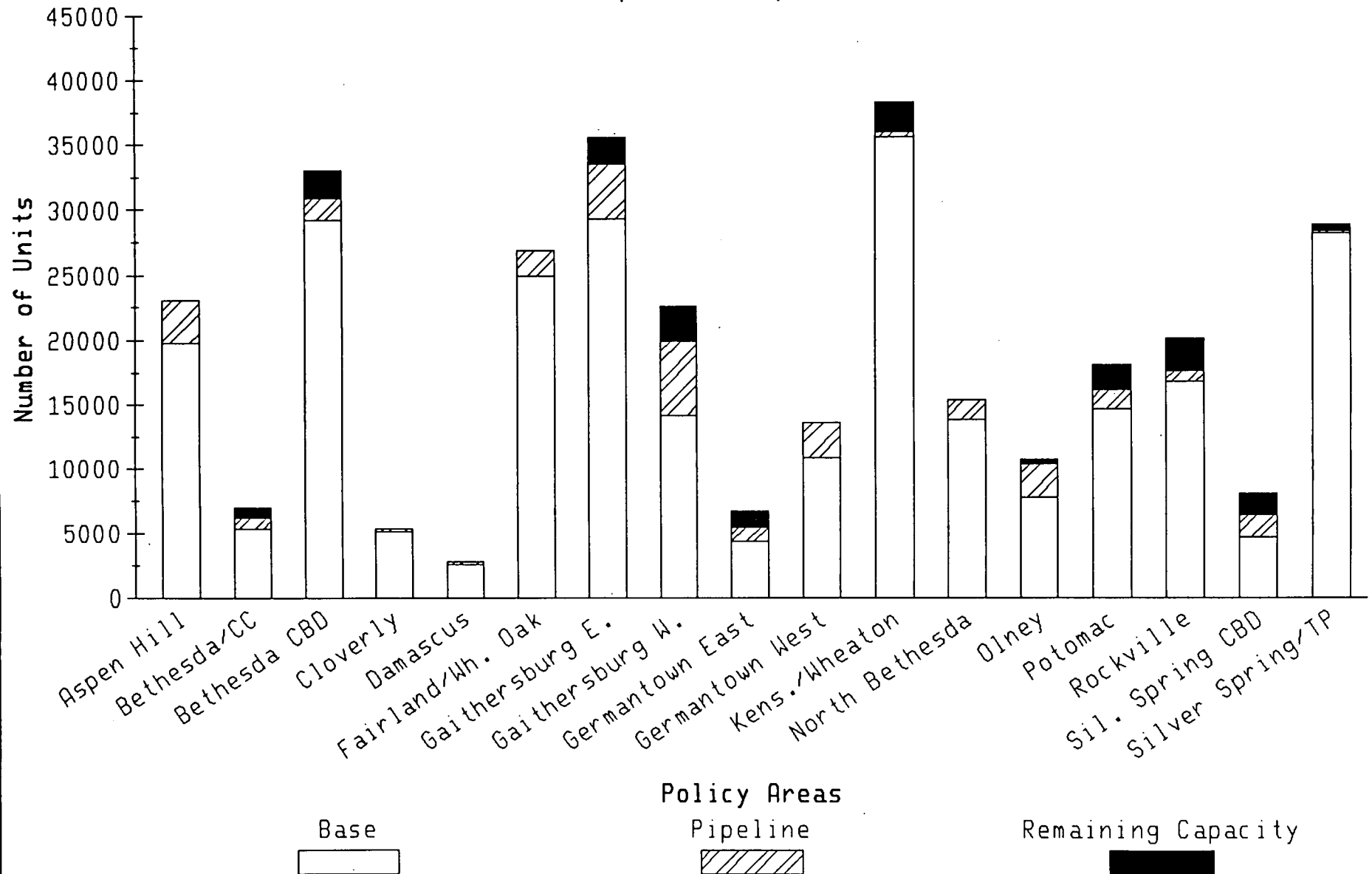
<sup>2</sup> Although Ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 11, 1989.

# COMPARISON OF BASE, PIPELINE, AND ANTICIPATED FY 91 REMAINING CAPACITY FOR HOUSING, BY POLICY AREA

as of September 28, 1989



# COMPARISON OF BASE, PIPELINE, AND HIGH CEILING SCENARIO REMAINING CAPACITY FOR HOUSING, BY POLICY AREA as of September 28, 1989

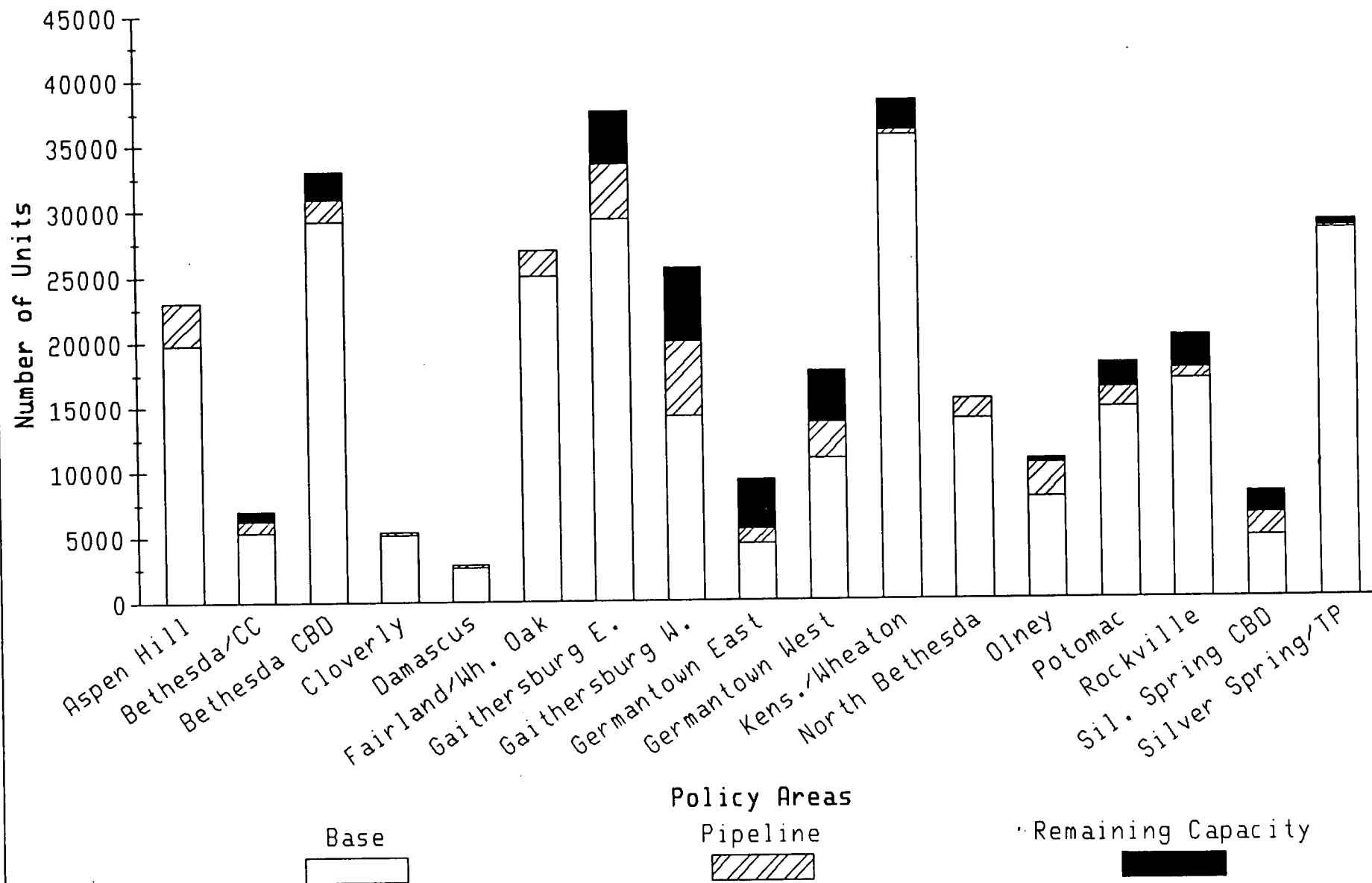




Table 4

EMPLOYMENT  
TRANSPORTATION STAGING CEILING CAPACITY USING FY 90, 91, AND HIGH SCENARIO CEILINGS  
January 1989 Base

Policy Area <sup>1</sup>	FY 90		Net	Anticipated		High	
	Net Ceiling	Pipeline 9/28/89	Remaining Capacity	FY 91 Net Ceiling	Net Remaining Capacity	Scenario Net Ceiling	Net Remaining Capacity
	A	B	C	D	E	F	G
			(A-B)		(D-B)		(F-B)
Aspen Hill	358	86	272	358	272	358	272
Bethesda CBD <sup>2</sup>	11,049	927	10,122	11,049	10,122	11,049	10,122
Bethesda/Chevy Chase	4,157	3,982	175	4,157	175	4,157	175
Cloverly	(80)	13	(93)	(80)	(93)	(80)	(93)
Damascus	776	426	350	776	350	776	350
Fairland/White Oak	(3,501)	8,945	(12,446)	(2,501)	(11,446)	(2,501)	(11,446)
Gaithersburg East	5,624	11,194	(5,570)	5,624	(5,570)	7,624	(3,570)
Gaithersburg West	23,020	26,877	(3,857)	25,520	(1,357)	27,020	143
Germantown East	2,401	1,841	560	2,401	560	6,401	4,560
Germantown West	7,615	8,114	(499)	7,615	(499)	10,115	2,001
Kensington/Wheaton	6,569	433	6,136	6,569	6,136	6,569	6,136
North Bethesda	5,738	9,926	(4,188)	5,738	(4,188)	5,738	(4,188)
Olney	834	763	71	834	71	834	71
Potomac <sup>2</sup>	3,019	251	2,768	3,019	2,768	3,019	2,768
Rockville	14,663	18,613	(3,950)	15,163	(3,450)	15,163	(3,450)
Silver Spring CBD	11,849	11,409	440	11,849	440	11,849	440
Silver Spring/Tak.Pk.	936	1,031	(95)	936	(95)	936	(95)
Total Policy Areas	98,608	104,831	20,894	101,608	20,894	111,608	27,038

<sup>1</sup> Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> Although Ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

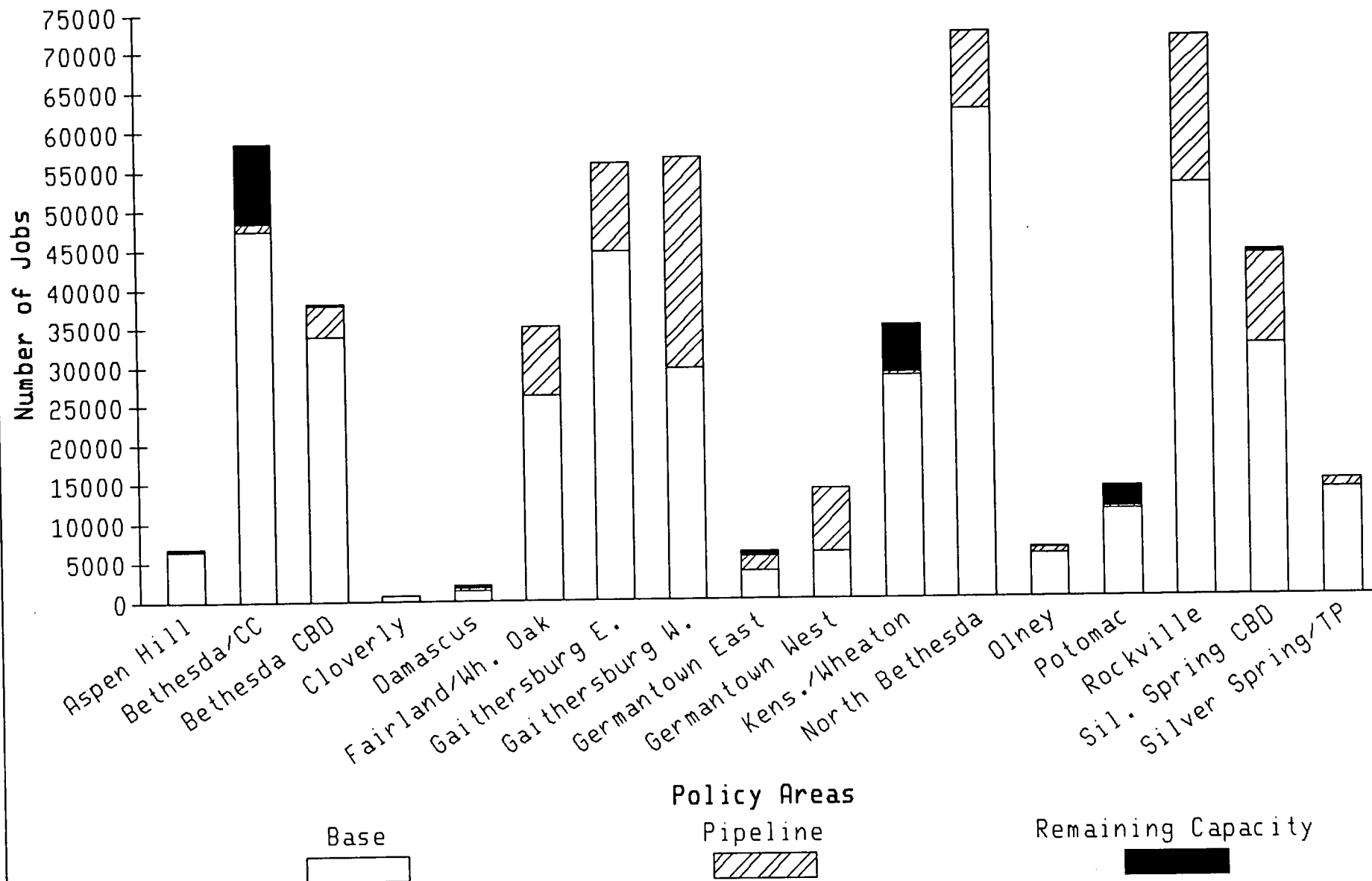
NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 11, 1989.

# COMPARISON OF BASE, PIPELINE, AND ANTICIPATED FY 91 REMAINING CAPACITY FOR JOBS, BY POLICY AREA

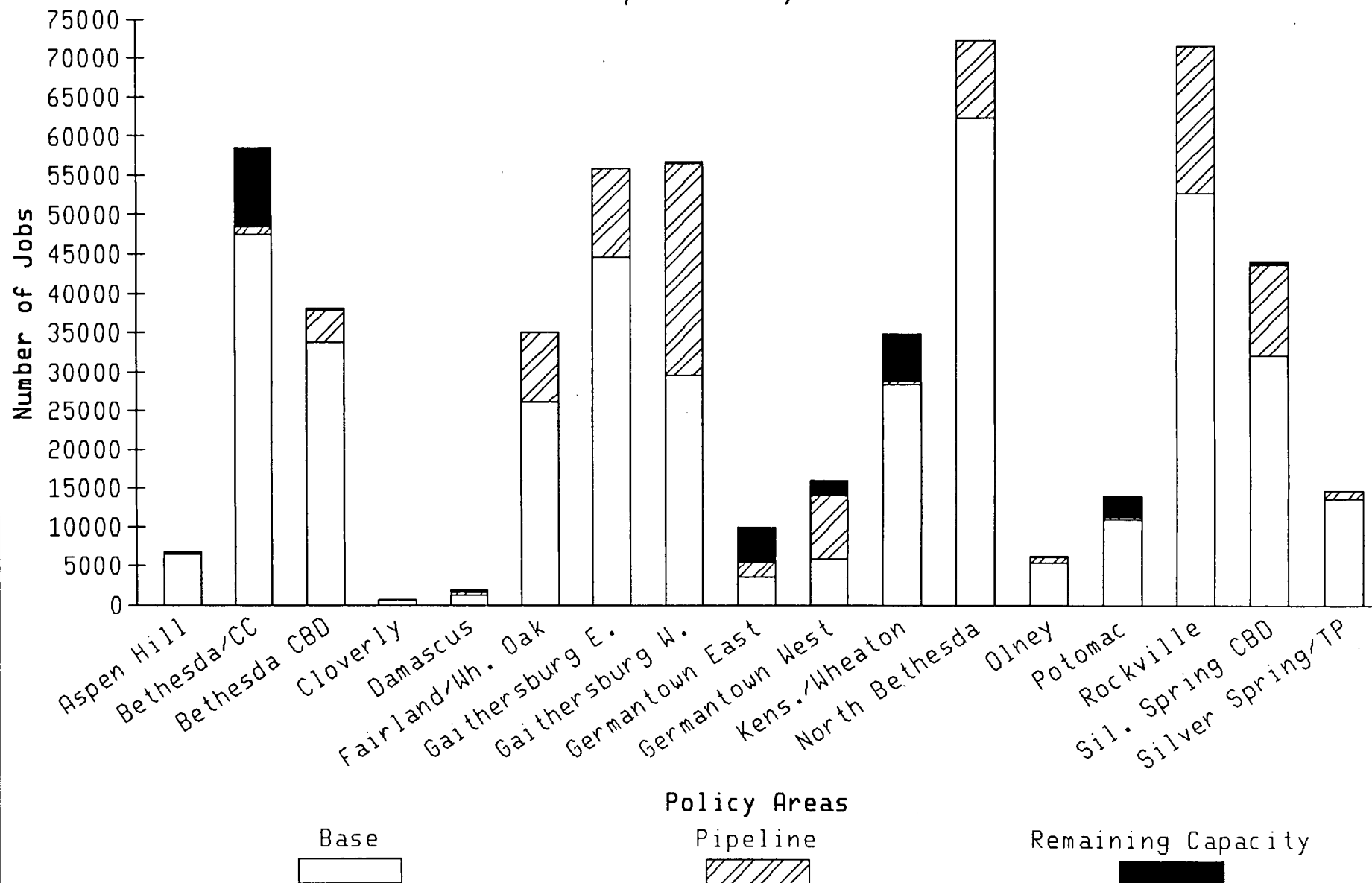
as of September 28, 1989

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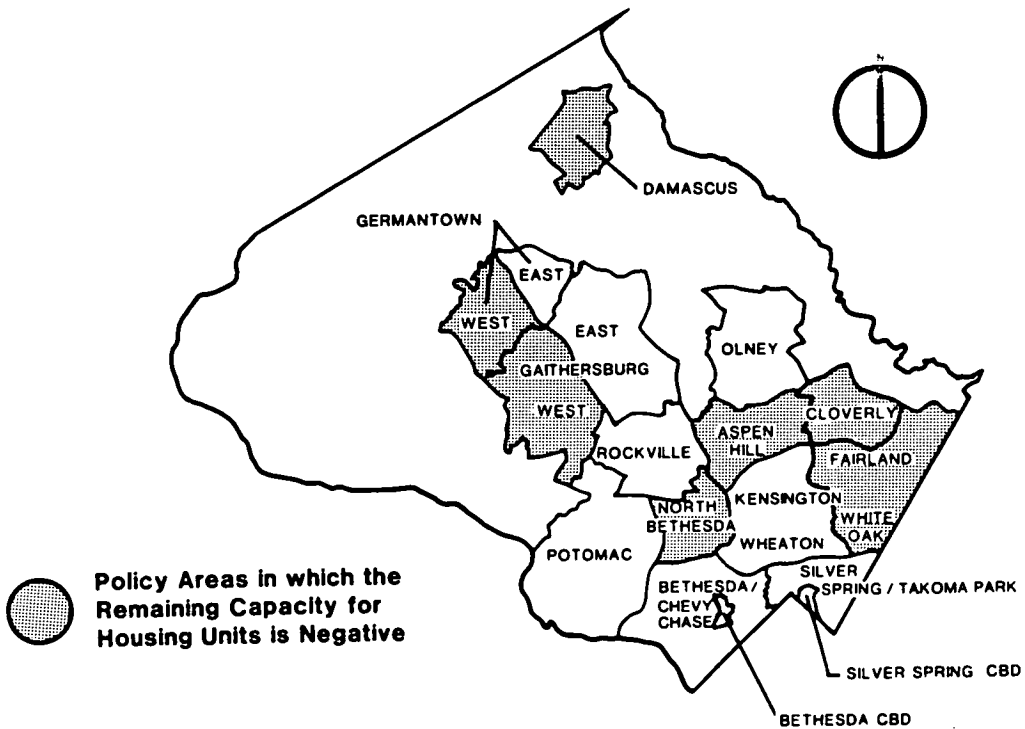
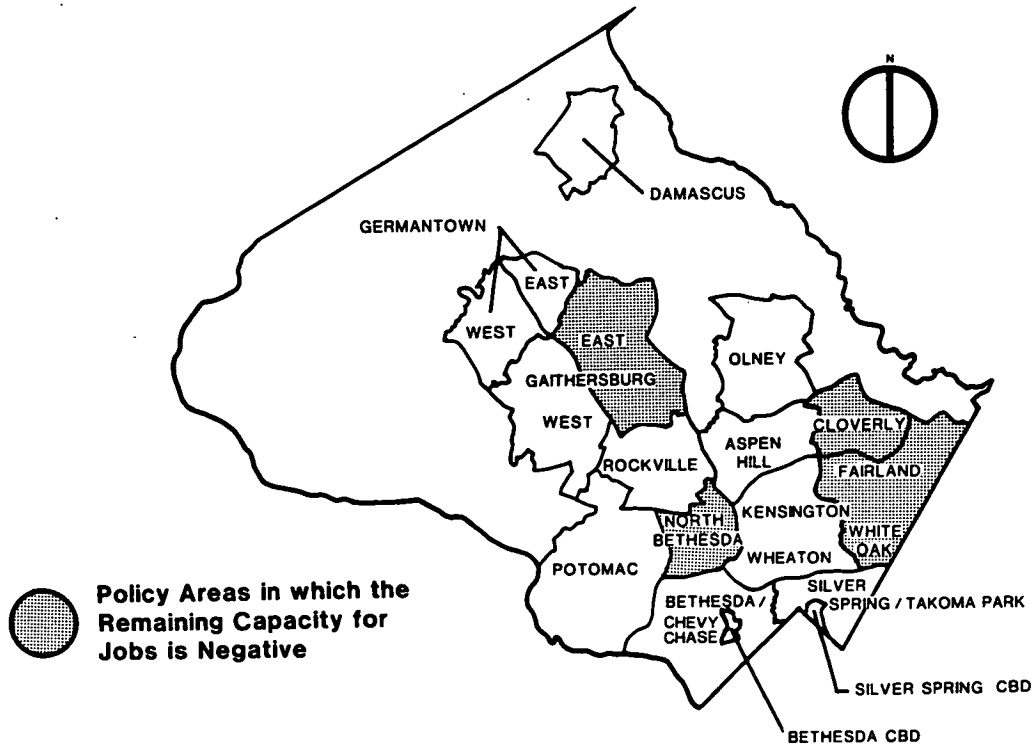


# COMPARISON OF BASE, PIPELINE, AND HIGH CEILING SCENARIO REMAINING CAPACITY FOR JOBS, BY POLICY AREA

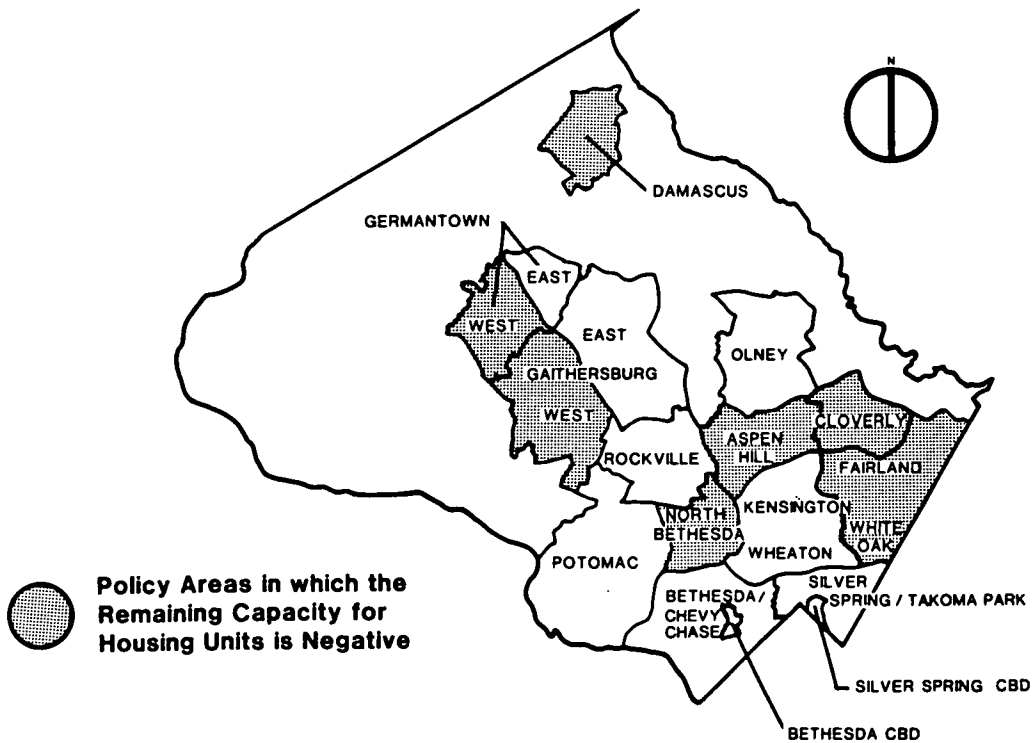
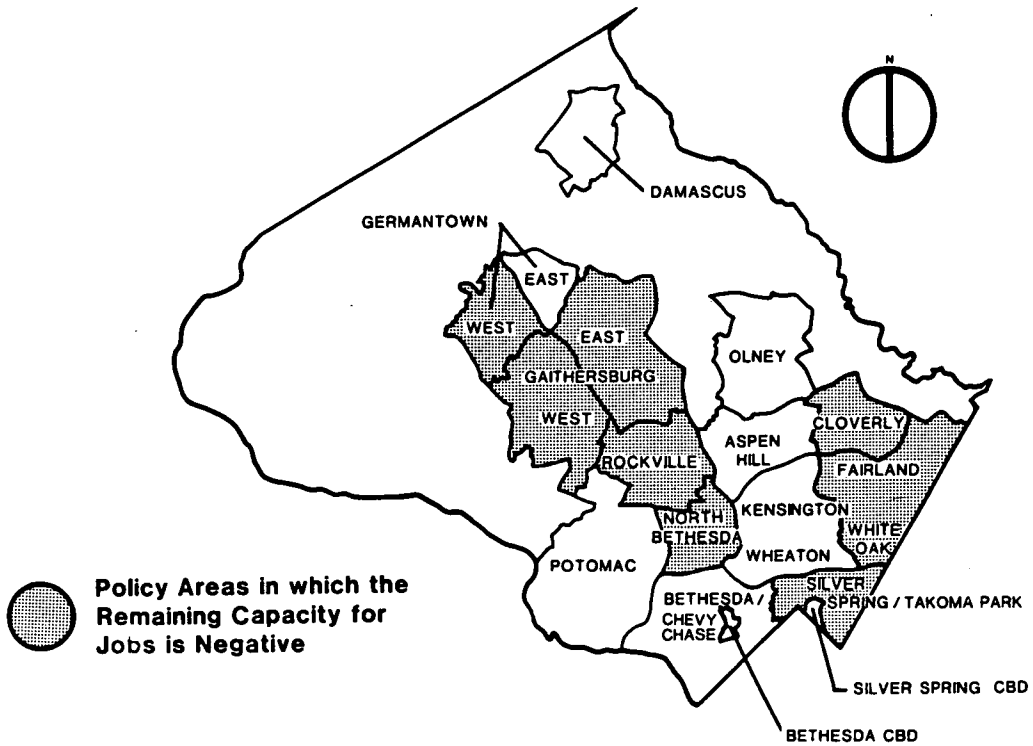
as of September 28, 1989



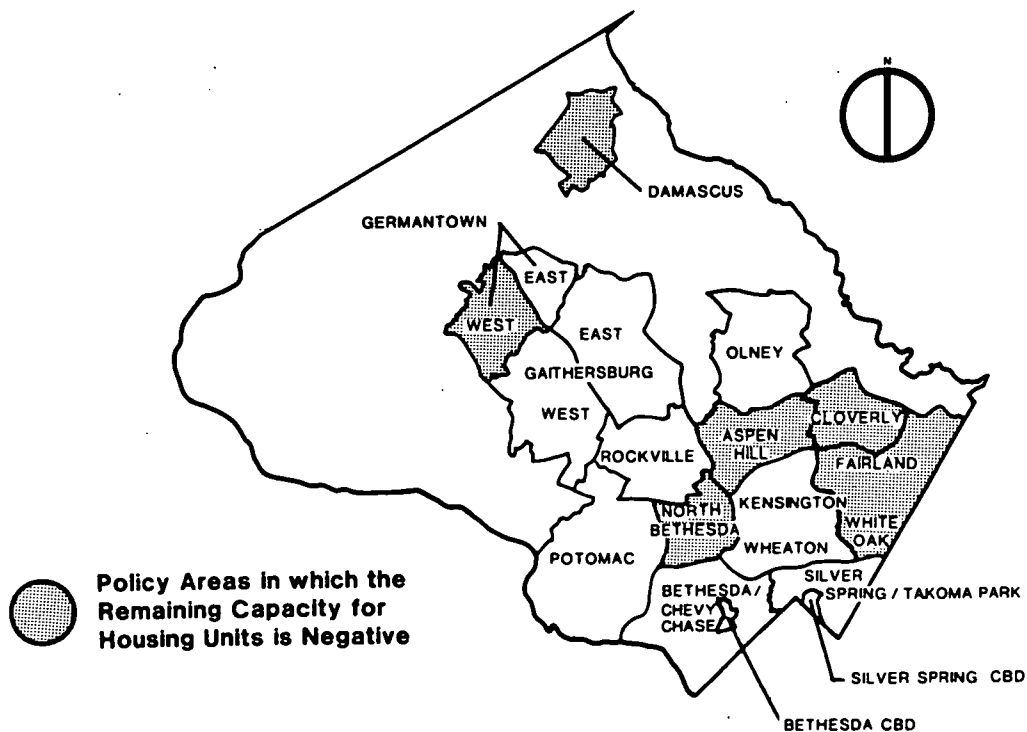
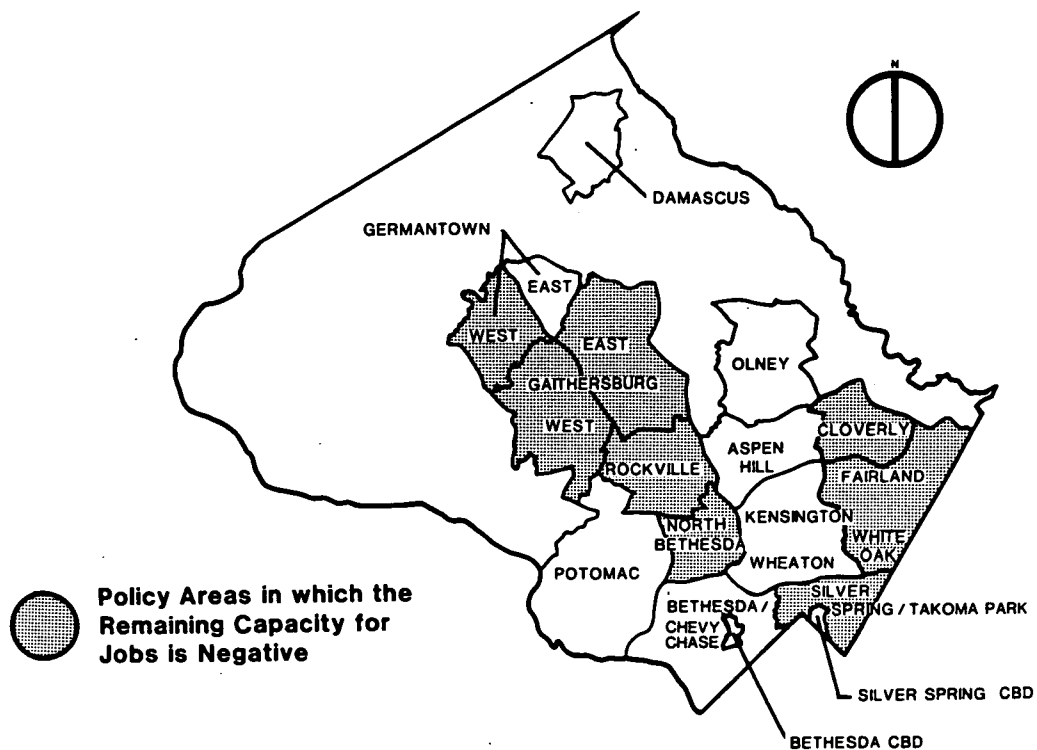
**FY90 AGP Adopted (As of 6/27/89)**



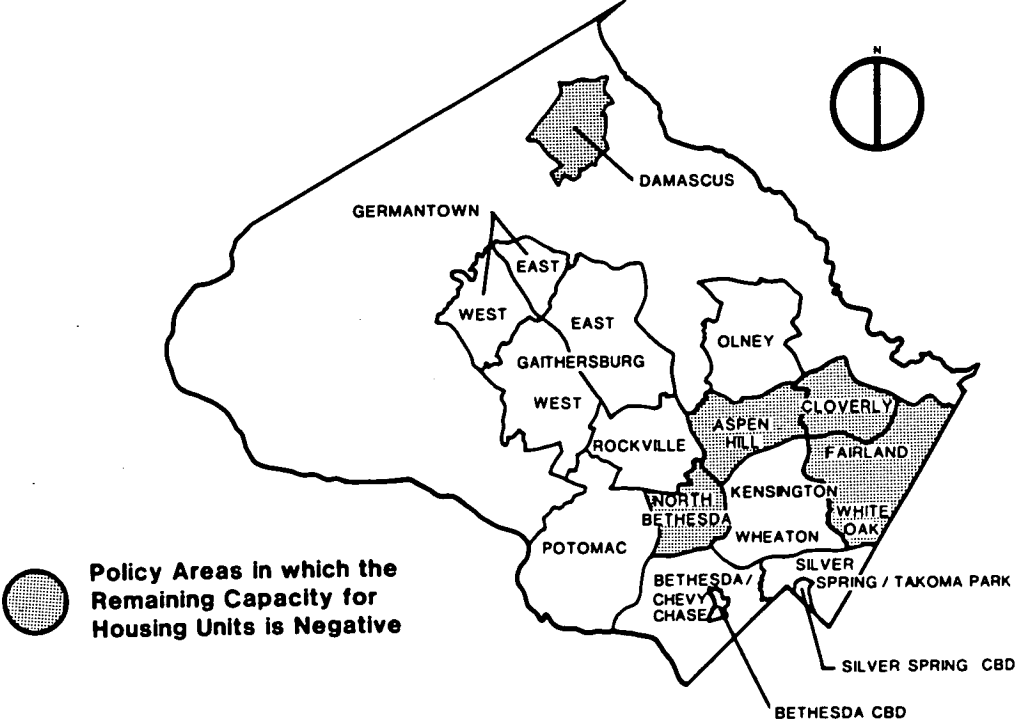
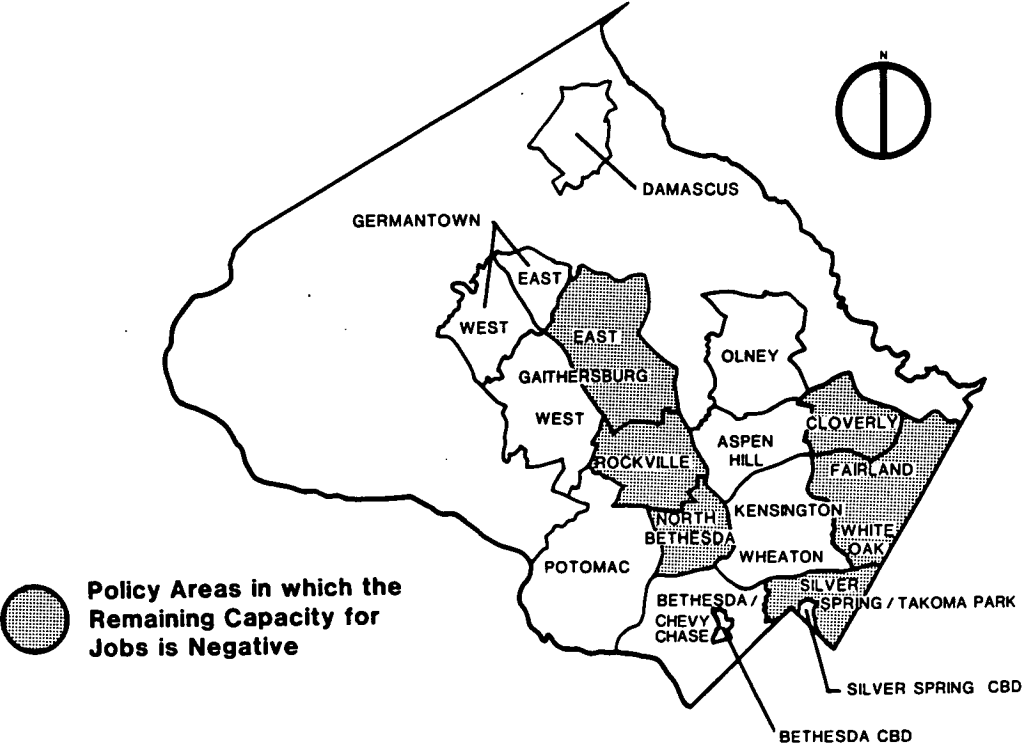
**FY90 AGP Adopted (9/28/89)**



# FY91 AGP Anticipated



**FY91 AGP High Ceiling Scenario**



FY 91  
Annual  
Growth  
Policy  
Resolution



Resolution No.: \_\_\_\_\_

Introduced: \_\_\_\_\_

Adopted: \_\_\_\_\_

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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By: County Council

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Subject: Approval of FY 91 Annual Growth Policy

Background

1. Bill 11-86 requires that no later than June 30th of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management and related environmental, economic and social issues.
2. On December , 1989, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 91 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1989.
3. In addition, the Annual Growth Policy report as submitted by the County Executive and the Planning Board contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted two supporting reports including "1988 Trends and Forecasts" and "Alternative Transportation Scenarios and Staging Ceilings."
4. On February , 1990, the County Council held a public hearing on the County Executive's and the Planning Board's recommended Growth Policy for Fiscal Year 1991.
5. On May , 1990, the County Council adopted the Capital Improvements Program for the years 1991-1996.
6. On June , 1990, the Council conducted worksessions on the proposed Growth Policy report for FY 1991, at which time careful consideration was given to the public hearing testimony, recommended revisions of the Montgomery County Planning Board, and the comments and concerns of other interested parties.

7. The County Council reviewed the facts and assumptions underlying this new Annual Growth Policy. This included: 1) a detailed review by policy area of existing and projected school and transportation facilities and conditions; 2) discussion of the allocation of transportation capacity between jobs and housing; 3) a review of the need for a continued special allocation for affordable housing; and 4) a review of the Annual Report of the Silver Spring Transportation Management District.

8. Provisions incorporated in this Resolution pertaining to the relationship between transit availability and the average level of service as well as the allocation of transportation capacity between jobs and housing are explanatory and confirmatory in nature. They do not represent substantive changes from principles utilized by this Council in the adoption of prior annual growth policies.

9. The County Council reviewed the "pipeline" of development in the County and made adjustments for administrative errors. The Council recognizes efforts made by the Planning Board and the Executive to improve the consistency and reliability of the County growth management data base. In this regard, the Council stresses the need for sustained administrative vigilance in assessing the validity of computer based systems and the reliability of data collection efforts. The Council recognizes that a quantitatively oriented system such as the Annual Growth Policy, though subject to limitations, can promote objectivity and fairness in land-use decision making.

#### Action

The County Council for Montgomery County, Maryland, approves the following Resolution:

The Planning Board and the County Executive's recommended FY 91 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 91:

#### I. Guidelines for the Administration of the Adequate Public Facilities Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities.

The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance which were specified to apply only until the County Council had approved an Annual Growth Policy (AGP).

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

- o With regard to transportation, a staging ceiling may be established for each policy area.
- o With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area will be adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 91 unless amended subsequently by the County Council after public hearing. However, the Planning Board may adjust the policy area staging ceilings, in accordance with the Board's administrative procedures, to reflect trip reduction programs or developer participation in capital improvement projects.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for evaluating the adequacy of transportation facilities is to place the individual subdivision within the context of a comprehensive, countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based on the public facilities in the Approved FY 91-96 Capital Improvements Program and the Maryland Department of Transportation FY 90-95 Consolidated Transportation Program (CTP). The Council also reviewed related County and State funding decisions, master plan guidance and zoning where relevant, and related legislative actions. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth limits will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Annual review and oversight allows the Council to identify problems and initiate solutions that will serve to avoid or limit the duration of any moratorium in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained, in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan, and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan.

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Review and guidelines for water and sewerage facilities.

#### A. Guidelines for Transportation Facilities

##### (1) Policy Area Review

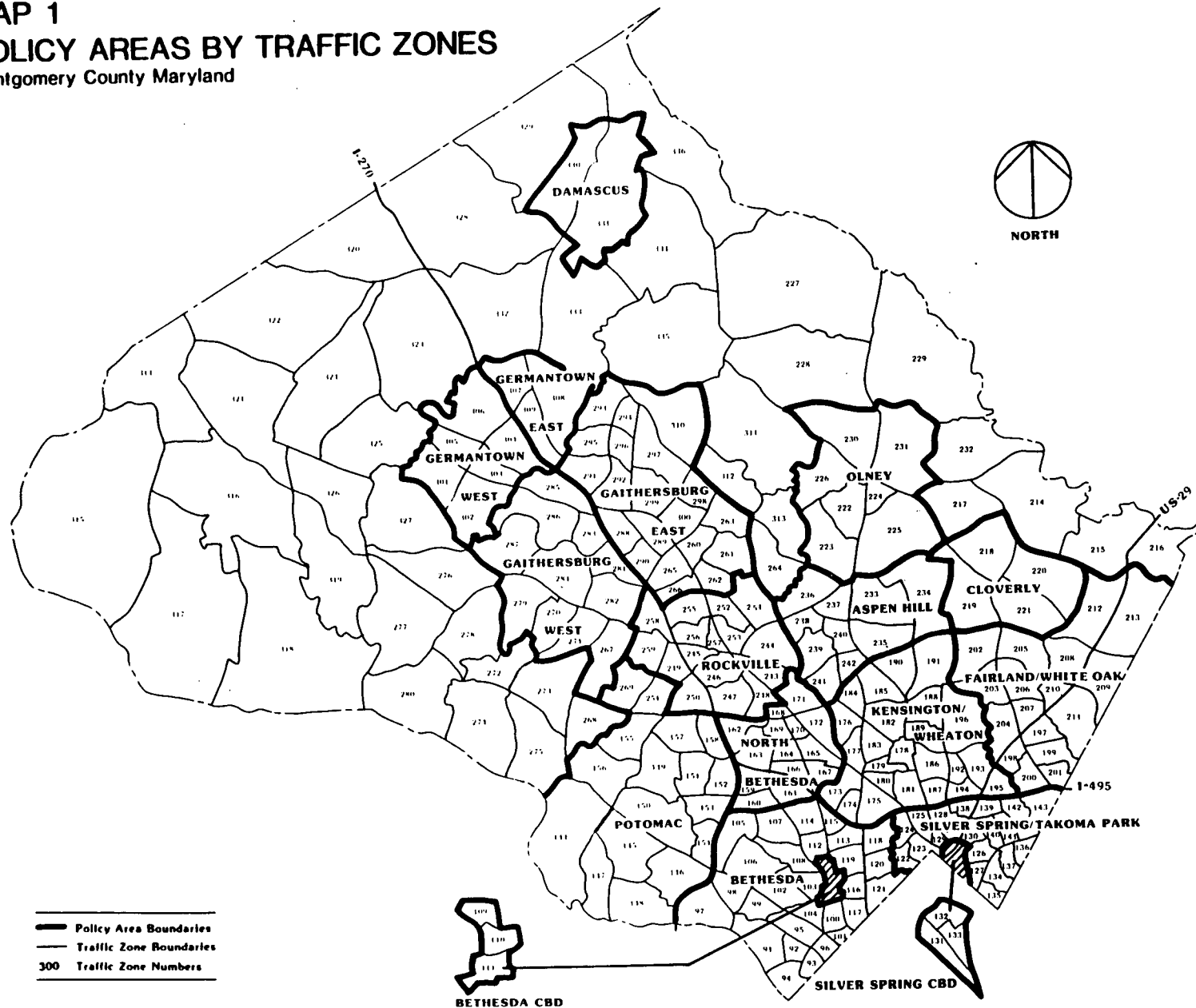
###### (a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones as seen in Map 1. Based upon their transportation characteristics, these areas are grouped

# MAP 1

## POLICY AREAS BY TRAFFIC ZONES

Montgomery County Maryland



into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries.

Map 2 shows the policy areas, and the Standard of Transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. In that way, there is an opportunity for an approximately equivalent overall transportation level of service to the residents and employees throughout the County.

Chart 1 provides a refined basis for showing the correspondence between transit availability and the average level of service standards. It is based primarily upon the material presented in Chapter 6 of the Planning Department background report "Alternative Transportation Scenarios and Staging Ceilings" dated December, 1987. In Chart 1, combinations of transit service that provide increased coverage and frequency and with more accessible and closer spaced stations and stops, are ranked as defining a higher level of transit service.

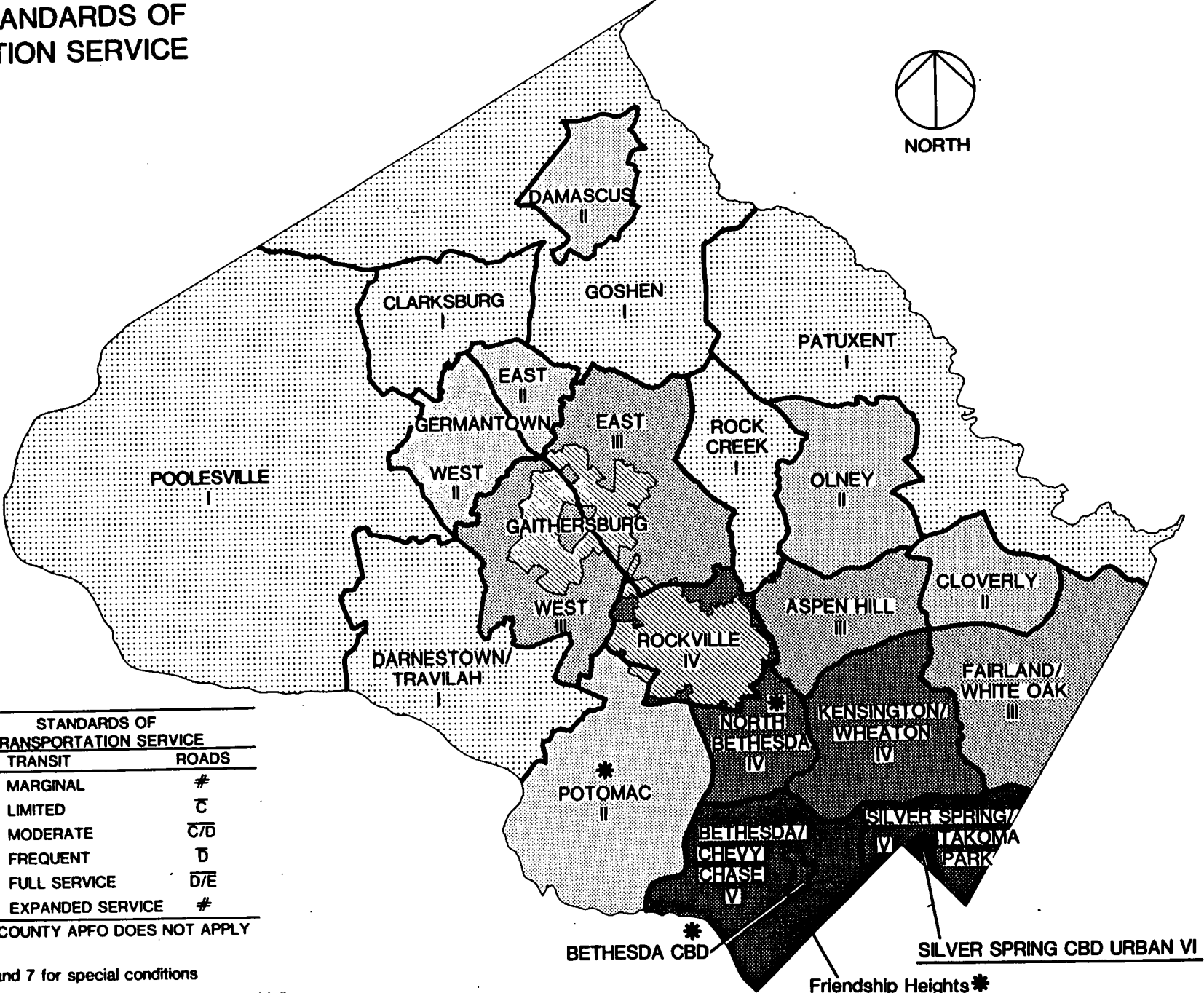
These underlying conceptual and operational measures of coverage, route density, frequency of service, and accessibility to transit are used primarily in a qualitative manner to describe and rank order the six different transit LOS categorical definitions in Chart 1. This approach takes into account fixed guideway transit systems such as Metrorail, MARC commuter rail, or possible light rail trolley systems. It also applies to bus-based transit systems, high occupancy vehicle priority systems, and auto dependent transit systems which are based in large part on park/ride access as opposed to walk and bus access.

Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs, and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area.

The allocation of transportation capacity between jobs and housing by the County Council reflects its approach to the General Plan recommendation that jobs and housing be balanced. Attainment of the goal is often expressed by the ratio that describes the relationship between the number of employed residents per household to the number of jobs per household. Since the current jobs-to-housing ratio of existing and approved development is tilted towards jobs, allocations of new capa-

# MAP 2      STANDARDS OF TRANSPORTATION SERVICE

69



KEY	STANDARDS OF TRANSPORTATION SERVICE	
	TRANSIT	ROADS
	GROUP I	MARGINAL #
	GROUP II	LIMITED C
	GROUP III	MODERATE C/D
	GROUP IV	FREQUENT D
	GROUP V	FULL SERVICE D/E
	GROUP VI	EXPANDED SERVICE #
	MUNICIPALITIES: COUNTY APFO DOES NOT APPLY	

\* See text on page 4 and 7 for special conditions  
 \* See page 4 for a discussion of different master plan guidelines

**CHART 1: CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS**

Average Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Base Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
$\overline{C}$	II	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service	Limited park/ride access and walk access	Park/ride and kiss/ride access limited to nearby stations outside of the area
$\overline{C/D}$	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service limited to policy frequencies	Moderate express bus service in conjunction with a system of park/ride lots	Moderate parking or walk access with system transfers	Moderate station coverage in the area with associated feeder access
$\overline{D}$	IV	Frequent	Moderate park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ride lots	Same as Group III above	More dense spacing of stations and bus routes
$\overline{D/E}$	V	Full	Limited park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
*	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM peak	Same as Group IV above	Same as Group III above	Designated CBD; controlled parking; Transportation Mgmt. District

\* See Text of the Recommended FY 90 AGP for Methods and Standard of Measuring Traffic.

Source: Montgomery County Planning Department.



city as well as allocations of any reductions in capacity should generally favor housing.

Some modifications to this approach may be made in specific policy areas to reflect the character of an area and its related development policies as set forth in the relevant master plan(s), the size and allocation of jobs and housing in the existing base and pipeline of development. Modifications may also be made to avoid or reduce the duration of any subdivision moratorium or to address specific equity considerations. The product of these adjustments is tested against the appropriate level of service in the transportation model to determine the specific ceiling allocation as described above. The staging ceilings established by this method are shown in Table 1.

The ceiling in the Fairland/White Oak Policy Area is set at the C/D average level of service. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density. The existing and programmed transit facilities and services in the Fairland/White Oak Policy Area are sufficient to classify it as a Group III Policy Area with moderate transit service.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. The continuous updating shall include all changes to the amount of development approved under outstanding preliminary plans, with the exception of those which result from the discovery of accounting errors. Such errors shall be reported to the County each year in May prior to the Council's adoption of the AGP, and shall be reported on a quarterly basis, or more frequently, to the Planning Board who may bring them to the attention of the Council if the Board judges them to be significant. (Table 2 shows the net capacity remaining as of September 28, 1989.) The Planning Board should maintain a periodically updated queue list of applicants for preliminary plan of subdivision approval.

TABLE 1

Anticipated FY 91 APF Transportation Ceilings  
(5th Year of FY 90-95 CIP) as of September 28, 1989)  
(January 1989 Base)

<u>Policy Area<sup>1</sup></u>	<u>Jobs Ceiling</u>	<u>Housing Units Ceiling</u>
Aspen Hill	358	(1,454)
Bethesda CBD <sup>2</sup>	11,049	1,638
Bethesda/Chevy Chase	4,157	3,868
Cloverly	(80)	(1,845)
Damascus	776	(569)
Fairland/White Oak	(2,501)	(469)
Gaithersburg East	5,624	6,270
Gaithersburg West	25,520	8,364
Germantown East	2,401	2,407
Germantown West	7,615	2,650
Kensington/Wheaton	6,569	2,698
North Bethesda	5,738	849
Olney	834	2,903
Potomac <sup>2</sup>	3,019	3,424
Rockville	15,163	3,350
Silver Spring CBD	11,849	3,382
Silver Spring/Takoma Park	936	678
Total Policy Areas	<u>101,608</u>	<u>42,481</u>

<sup>1</sup> Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> Although Ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/ Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 11, 1989.

Table 2

HOUSING  
TRANSPORTATION STAGING CEILING CAPACITY USING FY 90, 91, AND HIGH SCENARIO CEILINGS  
January 1989 Base

Policy Area <sup>1</sup>	FY 90			Anticipated		High	
	Net	Pipeline	Net	FY 91	Net	Scenario	Net
	Ceiling	9/28/89	Remaining	Net	Remaining	Net	Remaining
	A	B	C	D	E	F	G
	(A-B)			(D-E)		(F-G)	
Aspen Hill	(1,954)	3,244	(5,198)	(1,454)	(4,698)	(1,454)	(4,698)
Bethesda CBD <sup>2</sup>	1,638	840	798	1,638	798	1,638	798
Bethesda/Chevy Chase	3,868	1,717	2,151	3,868	2,151	3,868	2,151
Cloverly	(1,845)	208	(2,053)	(1,845)	(2,053)	(1,345)	(1,553)
Damascus	(569)	264	(833)	(569)	(833)	(319)	(583)
Fairland/White Oak	(1,469)	1,925	(3,394)	(469)	(2,394)	531	(1,394)
Gaithersburg East	5,770	4,173	1,597	6,270	2,097	8,270	4,097
Gaithersburg West	3,864	5,742	(1,878)	8,364	2,622	11,364	5,622
Germantown East	2,407	1,119	1,288	2,407	1,288	4,907	3,788
Germantown West	2,650	2,722	(72)	2,650	(72)	6,650	3,928
Kensington/Wheaton	2,698	354	2,344	2,698	2,344	2,698	2,344
North Bethesda	849	1,476	(627)	849	(627)	849	(627)
Olney	2,903	2,597	306	2,903	306	2,903	306
Potomac <sup>2</sup>	3,424	1,423	2,001	3,424	2,001	3,424	2,001
Rockville	1,850	831	1,019	3,350	2,519	3,350	2,519
Silver Spring CBD	3,382	1,698	1,684	3,382	1,684	3,382	1,684
Silver Spring/Tak.Pk.	678	184	494	678	494	678	494
Total Policy Areas	35,981	30,517	13,682	42,481	18,304	54,512	29,732

<sup>1</sup> Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> Although Ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 11, 1989.

Table 2

EMPLOYMENT  
TRANSPORTATION STAGING CEILING CAPACITY USING FY 90, 91, AND HIGH SCENARIO CEILINGS  
January 1989 Base

Policy Area <sup>1</sup>	FY 90		Net	Anticipated		High	
	Net	Pipeline	Remaining	FY 91	Net	Scenario	Net
	Ceiling	9/28/89	Capacity	Net	Remaining	Net	Remaining
	A	B	C	D	E	F	G
			(A-B)		(D-B)		(F-B)
Aspen Hill	358	86	272	358	272	358	272
↳ Bethesda CBD <sup>2</sup>	11,049	927	10,122	11,049	10,122	11,049	10,122
Bethesda/Chevy Chase	4,157	3,982	175	4,157	175	4,157	175
Cloverly	(80)	13	(93)	(80)	(93)	(80)	(93)
Damascus	776	426	350	776	350	776	350
Fairland/White Oak	(3,501)	8,945	(12,446)	(2,501)	(11,446)	(2,501)	(11,446)
Gaithersburg East	5,624	11,194	(5,570)	5,624	(5,570)	7,624	(3,570)
Gaithersburg West	23,020	26,877	(3,857)	25,520	(1,357)	27,020	143
Germantown East	2,401	1,841	560	2,401	560	6,401	4,560
Germantown West	7,615	8,114	(499)	7,615	(499)	10,115	2,001
Kensington/Wheaton	6,569	433	6,136	6,569	6,136	6,569	6,136
North Bethesda	5,738	9,926	(4,188)	5,738	(4,188)	5,738	(4,188)
Olney	834	763	71	834	71	834	71
Potomac <sup>2</sup>	3,019	251	2,768	3,019	2,768	3,019	2,768
Rockville	14,663	18,613	(3,950)	15,163	(3,450)	15,163	(3,450)
Silver Spring CBD	11,849	11,409	440	11,849	440	11,849	440
Silver Spring/Tak.Pk.	936	1,031	(95)	936	(95)	936	(95)
Total Policy Areas	98,608	104,831	20,894	101,608	20,894	111,608	27,038

<sup>1</sup> Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

<sup>2</sup> Although Ceilings are shown for all policy areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

NOTE: Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 11, 1989.

When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below.

(b) Silver Spring CBD Policy Area Ceiling

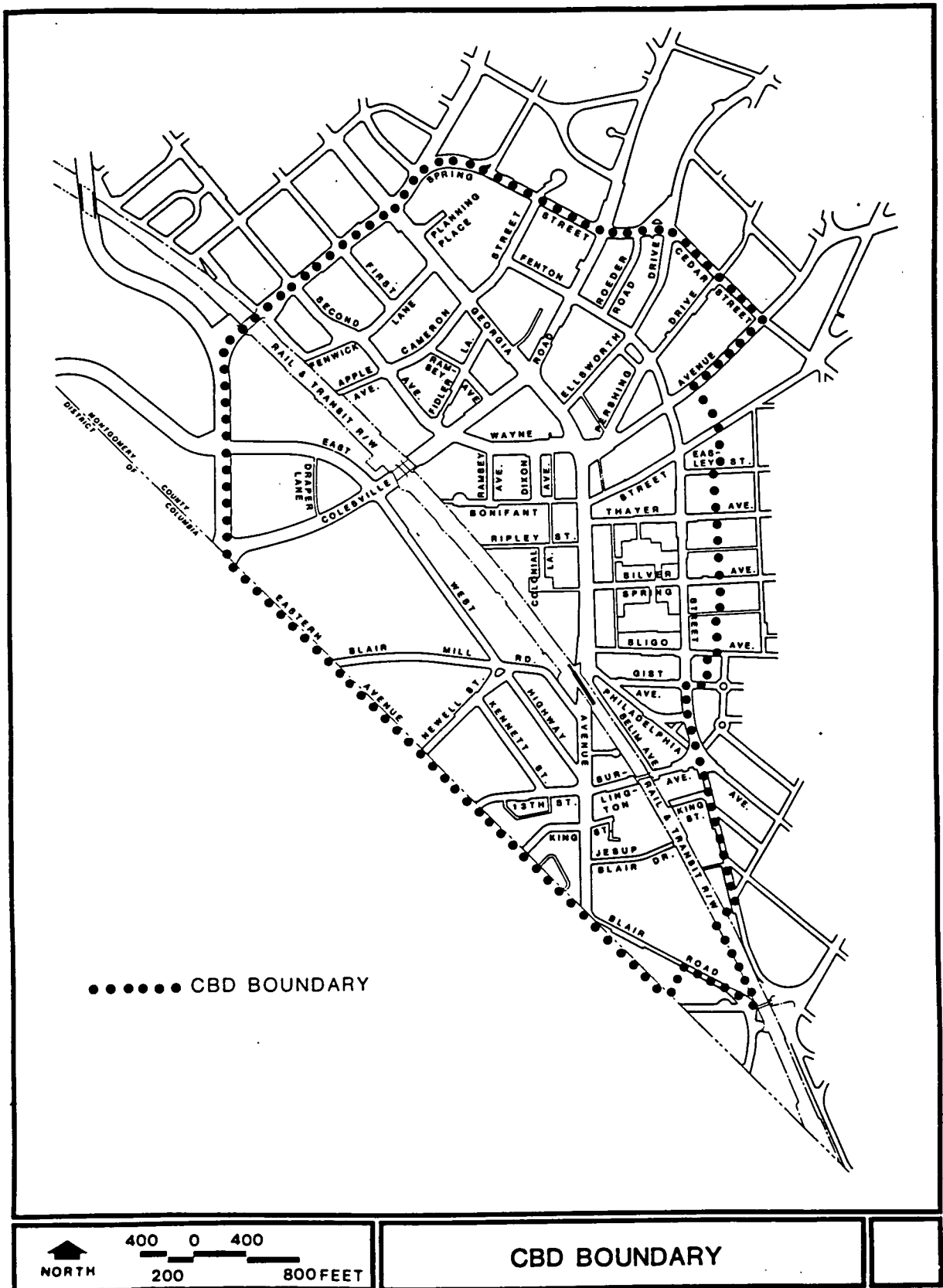
The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 1 and Chart 1. The boundaries of the new policy area are shown on Map 3.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- o All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;
- o The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted average standard of D/E;
- o The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles in the peak hour;
- o The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below;
- o The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, and 250 are reserved for standard method projects, and a housing capacity of 3,382 dwelling units meet these administrative guidelines. Since October 1987, a total of 10,310 jobs have received preliminary plan approval. Of these, 1,794 are retail jobs. The 440 remaining jobs as of September 1989, 231 are reserved for standard method projects. Since October 1987, a total of 1,698 housing units have received preliminary plan approval for a net remaining housing capacity of 1,684 units. (The pipeline does not yet count projects which only have project plan approval such as Cameron Street and East-West Plaza.) The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

# MAP 3 SILVER SPRING POLICY AREA BOUNDARY



o Parking constraint

A maximum of 17,500 public and private long term spaces when all non-residential development is built; (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

o Commuting goals

For employers with 25 or more employees, 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; and

For new non-residential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy, must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for non-residential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

(c) Aspen Hill and Kensington/Wheaton Policy Areas

In FY 90 Aspen Hill was established as a separate policy area and was classified as a Group III area with an average LOS standard of C/D. It was separated from the former Kensington/Wheaton/Aspen Hill area. The boundary separating the Aspen Hill policy area from the Kensington/Wheaton Policy Area is the Rockville Facility right-of-way. Kensington/Wheaton was established as a separate policy area and was classified as a Group IV area with an average LOS standard of D. Boundaries with other policy areas contiguous with the former Kensington/Wheaton/Aspen Hill policy area remain as delineated under the FY 1989 Annual Growth Policy.

[An applicant for preliminary plan of subdivision approval in the Aspen Hill policy area must have its application evaluated against the remaining ceiling capacity under the FY 89 Annual Growth Policy for the Kensington/Wheaton/Aspen Hill Policy Area if the application: 1) was accepted as complete by the Planning Board prior to July 1, 1989; 2) is scheduled for action on a Planning Board agenda within six months from the date the application is accepted as complete; and 3) is otherwise approvable within the six-month time frame.]

(d) Special Ceiling Allocation for Affordable Housing

The County's policy of balancing growth in each policy area with the supply of public facilities, set forth in the Adequate Public Facilities Ordinance and implemented through the Annual Growth Policy, has the effect of preventing the accomplishment of another important County policy; i.e., the provision of a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate income families. To encourage the provision of a housing supply which fosters the availability of affordable housing for low and moderate income families, the Planning Board may approve affordable housing subdivision applications in any policy area with insufficient net remaining capacity, according to the following guidelines:

- (i) An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20% of the units are occupied by households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years. These requirements include the provision of any MPDUs.
- (ii) For projects owned or controlled by HOC, the Planning Board may approve in FY 91 affordable housing developments which include up to a total of 125 units in a policy area with insufficient net remaining capacity or, in the alternative, for privately owned affordable housing developments, the Planning Board may approve projects which include up to a total of 250 units in a policy area with insufficient net remaining capacity.
- (iii) Affordable housing developments approved under this exception to the staging ceiling must meet the standards of Local Area Review. (See Section (2), Local Area Review, below.)



(e) Ceiling Flexibility for Developer Participation Projects

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the Annual Growth Policy shall be used in evaluating an application to be approved under these ceiling flexibility provisions.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before, the proposed development is to be completed. The application must also be approved under Local Area Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement prior to record plat approval.

The phase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

(i) Full-Cost Developer Participation

In cases where the applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test,

insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour[, peak-direction] automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

(ii) Partial-Cost Developer Participation

Partial-cost developer participation is available for certain types of development projects under certain circumstances described below. In cases of proposed partial-cost developer participation, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity only if the following criteria, standards and requirements set forth in paragraphs (1) and (2) below are met. Related guidance to the Planning Board is set forth in paragraph (5), including provisions relating to approval of, and participation by, other subdivision applicants. Procedures and requirements for executive and legislative action for partial-cost developer participation are contained primarily in paragraphs (3) and (4).

(1) Eligible Project Criteria

- (a) The project has a development staging plan beyond 4 years and enables the consolidation or expansion of an employer already located in the County or allows the establishment of facilities for a new employer. Employer facilities must be primarily for specific and defined employment needs of the employer and not for the sale or leasing of speculative office, industrial or retail commercial space. The employer's business plan, purchase or lease arrangements, staging plan, occupancy projections, and other relevant factors should be considered to determine the primary purpose of the proposed facilities; or
- (b) The project has a development staging plan extending beyond 4 years and enables planned development of superior and integrated design and/or transit serviceability in [zoning categories that expressly allow partial-cost developer participation as designated by the District Council;
- (c) The project is to be located in the Research and Development Village, including the County-owned Life Sciences Center, as identified in the approved and adopted January, 1985 Gaithersburg Vicinity Master Plan.

(2) Public-Private Participation Requirements

- (a) Additional transportation facilities proposed to serve an eligible project must be sufficient, when combined with net remaining capacity, to provide policy area capacity for both the eligible project and other completed subdivision applications that have been filed earlier than that of the eligible project within the policy area.
- (b) The applicant for the eligible project agrees to condition subdivision approval on a staging schedule which will link the issuance of specific building permits receivable in each staging period to the execution of specific transportation construction contracts in the same staging period.
- (c) The applicant for the eligible project must construct or agree to pay all costs for all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the State Consolidated Transportation Program (CTP).
- (d) The applicant for the eligible project agrees to contribute transportation facilities and/or cash in a minimum amount of the greater of the following:
  - 1. A total of 35% of the cost of all additional transportation facilities, with the cost determined as of the date of execution of the construction contract; or
  - 2. A contribution of 100% of the costs of all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the adopted CTP; such costs are to be determined as of the date of execution of the construction contract for that transportation facility; or
  - 3. Impact fees, if applicable, at the date of issuance of building permit.
- (e) All applicants with residential components agree to be subject to special conditions with regard to school capacity, as described in Section B, Guidelines for Public School Facilities, below.

- (f) The applicant for an eligible project must execute a memorandum of understanding with the County Executive prior to Council action under paragraph (4)(b) specifying the private sector commitments under this paragraph. A separate participating subdivision applicant may also execute the memorandum of understanding. An applicant must agree in the memorandum of understanding that the public improvement agreement be made a condition of subdivision approval.

(3) Procedures and Action - Executive

All formal requests for staging ceiling flexibility under this provision must be made in writing to the County Executive after the applicant has filed a complete subdivision application with the Planning Board. The County Executive must review the request and determine whether or not to recommend authorizing legislation and/or a CIP amendment. The following items, among other relevant factors, should be considered:

- (a) whether the proposed subdivision plan constitutes an eligible project and otherwise meets all requirements of this subsection;
- (b) whether the proposed additional transportation facilities are consistent with the Executive's transportation program in terms of timing, location, design and cost;
- (c) the effect of the proposal on County operating budget or capital programs;
- (d) the financial and managerial capability of the applicant to undertake all requirements of this subsection utilizing current estimates of rights-of-way, design, and construction costs, adjusted for inflation to the date expected for their payment;
- (e) the existence of unresolved transportation programming, fiscal, or other policy issues.

On not less than a quarterly basis, the County Executive must transmit to the Council and Planning Board all written requests for partial cost developer participation that were not recommended and a brief description of the reason. The Council may request the County Executive to reevaluate a request, provide greater detail, or initiate appropriate budgetary or legislative action.

(4) Procedures and Action - County Council

(a) All proposed CIP amendments and requests for legislative special capital improvement project authorizations must be considered by the Council in accordance with all applicable fiscal and legislative procedures. In addition to any other information required to be submitted under law, the County Executive should submit to the Council information describing:

1. the eligible project for which the facilities are necessary;
2. the proposed staging schedule for both the facilities and the project;
3. public facility programming issues;
4. the impact on the County's finances including the affordability of the proposed public facility program; and
5. a memorandum of understanding specifying, among other things, the private sector commitments under paragraph (2) above.

Before Council action, the Planning Board should comment on the public facility issues presented by the special capital improvement project legislation or CIP designation, the relationship between the additional transportation facilities and the proposed staging schedule, the effect on policy area ceilings, and any other relevant matters, as appropriate.

(b) For additional transportation facilities required under paragraph (2)(a), above, to be available for partial-cost developer participation under this subsection, the County Council must:

1. enact all authorizing legislation that would be required under law for the facility; and
2. designate the additional transportation facilities in the CIP, as appropriate for partial cost developer participation or as being fully funded by the private sector.

Transportation facility projects remain subject to all necessary applicable appropriations and federal, state and local regulatory or other approvals.

- (c) Subsequent to any favorable County Council action, the County Executive, or designee, must execute a detailed public improvement agreement that formalizes the memorandum of understanding. The County Executive must periodically report to the Council on the status of public improvement agreements under this subsection and notify the Council of any material changes in circumstances affecting its legislative actions under the partial-cost developer participation provisions.
- (5) Planning Board Action; Other Subdivision Applicant Participation
- (a) In its determination of whether transportation facilities are adequate to meet the needs of an eligible project, the Planning Board may count those facilities that have received favorable Council action under paragraph (4)(b), above, for both policy area ceilings and local area review, without the need for those facilities to be shown in the Approved Road Program.
  - (b) The Planning Board may similarly count these facilities and approve a subdivision plan with a completed application filing date that is earlier than that of the application of an eligible project if the applicant agrees to participate in the provision of additional transportation facilities, on a proportional trip generation or other agreed cost basis, and in accordance with the staging and public school requirements set forth in paragraph (2)(b) and (e), above. A public improvement agreement may include all participating subdivision applicants.
  - (c) A non-participating applicant with an earlier application filing date than the eligible project may have its application approved within the same general time period as the eligible project if it meets normal local area review requirements; however, it must be conditioned so that building permits will be approved only when building permits for the eligible project or participating subdivisions are eligible for approval. A non-participating applicant remains subject to all local area review and other regulatory requirements.

(iii) Miscellaneous Provisions

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the

Transportation Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review [outlined in Montgomery County Planning Department's "Alternative Transportation Scenarios and Staging Ceilings," 1987.] which were adopted July 14, 1988.)

(f) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the policy area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

(g) Allocation of Staging Ceiling to Preliminary Plans of Subdivision

The Planning Board allocates available staging ceiling capacity in a policy area based on the queue date of an application for preliminary plan of subdivision approval.

(i) Assignment of queue date

The queue date of a preliminary plan of subdivision is the date:

- (1) a complete application is filed with the Planning Board;

- (2) an updated traffic study is filed, if required to obtain a new queue date under paragraph (iv)(2); or
- (3) 6 months after the prior queue date if the prior queue date expires under subparagraph (iii)(1)(a) and the application does not include a traffic study.

(ii) Calculation of available staging ceiling capacity

The Planning Board determines whether there is adequate staging ceiling capacity available for a project by subtracting the capacity required by projects with earlier queue dates from the remaining capacity on Table 2 as updated periodically. Based on this calculation, the Planning Board may:

- (1) approve a project for which there is sufficient capacity;
- (2) approve part of a project for which there is sufficient capacity, leaving the remainder of the project in the queue until additional capacity becomes available;
- (3) deny an application for a project for which there is insufficient capacity; or
- (4) defer approval of a project and leave the project in the queue until sufficient capacity becomes available for all or part of the project. In situations where there is insufficient capacity, staff should not reschedule a hearing on the application unless the applicant requests one.

If there is sufficient capacity for a project based on the queue date, the Planning Board must not deny an application based on pipeline changes while the queue date is in effect.

(iii) Expiration of queue date

- (1) A queue date for an application for preliminary plan of subdivision approval expires:
  - (a) 6 months after the queue date if there is sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not scheduled the application for action;
  - (b) 6 months after sufficient capacity becomes available for the entire project if an updated traffic study is not required under paragraph (iv)(1);



- (c) 6 months after an updated traffic study is filed if required under paragraph (iv)(1); or
  - (d) on the applicant's failure to request background data, to submit an updated traffic study, or to submit a complete updated traffic study after notice that a study is incomplete, all within the time limits in subsection (iv).
- (2) The Planning Board may grant up to a 6-month extension of a queue date if the applicant demonstrates that a queue date expired or will expire because of governmental delay beyond the applicant's control.

(iv) Updated traffic studies

- (1) Required when sufficient capacity becomes available

The queue date of an application for which there is not sufficient staging ceiling capacity when the complete application is filed, and which includes a traffic study, will expire when sufficient capacity becomes available, unless the applicant:

- (a) requests background data from the Planning Board to prepare an updated traffic study within 1 month after capacity becomes available; and
- (b) submits an updated traffic study within 1 month after receiving the background data. However, if the Planning Board provides the background data between June 1 and September 15, the updated study must be submitted by October 15.

- (2) Required to obtain a new queue date after expiration

If the queue date of an application which includes a traffic study expires, an updated traffic study must be filed to obtain a new queue date.

- (3) Notice of incomplete updated traffic study

The Planning Board must notify an applicant within 15 days after an updated traffic study is filed if the study is incomplete. An applicant must file a complete traffic study within 30 days of receipt of the notice that a study is incomplete.

## [(v) Treatment of existing complete applications]

An application which was accepted as complete before July 1, 1989 must continue to be processed under Section I.A.(1)(f) of the FY 1989 Annual Growth Policy for a period of 6 months after its queue date granted by the Planning Board prior to July 1, 1989. At the end of that period, the application will be processed under this section.]

(2) Local Area Review (LAR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the areas contributing traffic to the following intersections will be subject to Local Area Review: (a) Montrose Road at Seven Locks Road; (b) Democracy Boulevard at Seven Locks Road; (c) Tuckerman Lane at Seven Locks Road; (d) Democracy Boulevard at Westlake Drive; (e) Westlake Drive at Westlake Terrace; (f) Westlake Drive at Tuckerman Lane; and (g) Bradley Boulevard at Seven Locks Road.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Review. These criteria will be used to accomplish: (1) safety for pedestrians and vehicles; (2) access to buildings and sites; and (3) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD, and protect the surrounding residential area.

For analysis of properties located within the Friendship Heights Central Business District, as defined by the 1974 Friendship Heights Sector Plan, any traffic trips from approved and/or built projects on certain properties in the District of Columbia which exceed the total of 2,329 new trips allocated to those same properties in the District of Columbia pursuant and subject to the August 30, 1973 statement of the Inter-Jurisdictional Policy Task Force on Friendship Heights (as set forth in Appendix "E" and referred to on pages 39-41 of the 1974 Friendship Heights Sector Plan, shall not be used in making a determination that local intersections are operating at adequate levels of service.

Local Area Review must be undertaken for subdivisions which would generate more than 50 peak hour automobile trips in either of the following circumstances:

- o For the policy area, total approved development is within 5 percent of the policy area ceiling; or
- o For the local area, the proposed development is located near a congested area.

In administering the Local Area Review (LAR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. For Groups II to V Areas, a peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Review. Administrative guidelines for LAR in the Silver Spring CBD Policy Area have been adopted by the Planning Board (July 14, 1988).

The nature of the LAR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts, have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so.

In its administration of Local Area Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LAR.

B. Guidelines for Public School Facilities

(1) Geographic Area

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters as shown in Map 4. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out.

If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

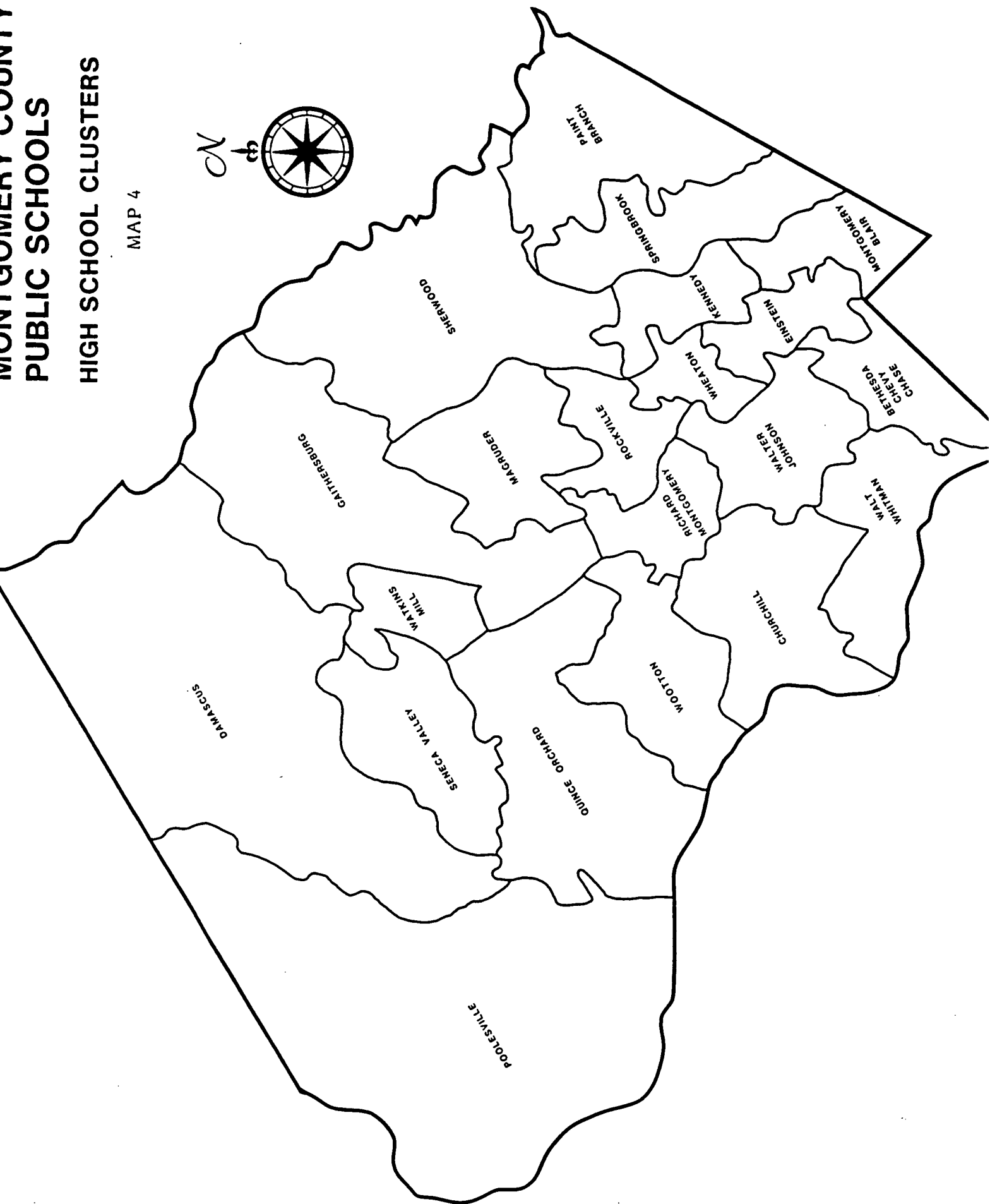
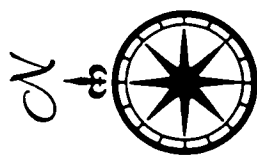
(2) School Capacity Measure

The Council used 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity.

Based on the approved FY 90-95 CIP, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

# MONTGOMERY COUNTY PUBLIC SCHOOLS HIGH SCHOOL CLUSTERS

MAP 4



### (3) Grade Levels

Each of the three grade level clusters, namely elementary, J/I/M, and high school are assessed separately as part of the Annual Growth Policy. Using the approach outlined above and assuming the approved FY 91-96 CIP, the Council declares school capacity for school year 1994 to be adequate for anticipated growth during FY 91 in all high school clusters. Tables 3, 4, and 5 present the results of this analysis.

The Planning Board, in its approval of preliminary plans of subdivisions, shall consider schools to be adequate for Fiscal Year 1991 in all clusters.

### (4) Affordable Housing

Because school capacity for Adequate Public Facility purposes has been determined adequate for 1991, the Special Ceiling Allocation for Affordable Housing may be invoked only with respect to transportation ceilings. The need for a Special Ceiling Allocation with respect to school capacity will be considered at such time capacity is inadequate for a particular policy area.

### (5) Ceiling Flexibility for Partial Cost Developer Participation

When a subdivision with a residential component is approved for transportation capacity under the provisions of the Partial Cost Developer Participation subsection, the Planning Board may approve the subdivision for school facility adequacy if: (a) the subdivision is located in a school cluster area that has been designated as adequate for school capacity; and (b) the applicant agrees to condition his subdivision approval on a staging schedule, which will require the applicant to receive a subsequent APF approval for school capacity for all of the housing units that are scheduled in his staging plan to receive building permits after the end of the four year period used in calculating school capacity in this Annual Growth Policy. This does not imply any obligation on the part of the Council to provide public school facilities in accordance with any staging plan and the applicant may provide private resources for school sites and/or school construction in order to assure adequate school capacity.

## C. Guidelines for Water and Sewerage Facilities

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III) or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities

**TABLE 3**

**(Not Yet Available, Pending Publication of MCPS  
Enrollment Forecast and Requested FY 91 CIP)**

TABLE 4

(Not Yet Available, Pending Publication of MCPS  
Enrollment Forecast and Requested FY 91 CIP)



**TABLE 5**

**(Not Yet Available, Pending Publication of MCPS  
Enrollment Forecast and Requested FY 91 CIP)**

Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department.

Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency, and will require, if necessary, additional data from the applicant, to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the "most probable" forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- o Revisions to a preliminary plan which has not been recorded. Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- o Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.
- o Resubdivision of a recorded lot involving more than 2,000 square feet or one percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since preliminary plan

approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

## II. Process for Amending Annual Growth Policy

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- (1) A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than 45 days after the closing of the public hearing record.

## III. Issues to be Addressed During Next Fiscal Year

In adopting the FY 1991 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during the next fiscal year.

# Appendices

Material in this appendix is provided for reference purposes only and is not part of the Annual Growth Policy adopted by the Council.

Appendix 1:

The  
Capital  
Improvements  
Program

**TABLE : LIST OF HIGHWAY PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 90-95 CIP, THE CITY CIPS, OR THE MDDOT FY 89-94 CONSOLIDATED TRANSPORTATION PROGRAM**

M-NCPPC 10/11/89

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
ASPEN HILL	--	153011	1.	<u>Layhill Road Widening</u> Bel Pre Road to Longmead Road	+ 2 Lanes Divided	Y	91
<b>BETHESDA CBD</b>							
BETHESDA CHEVY CHASE	7-68	793369	2.	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	4 Lanes Business Street	Y	91
				Phase II: Friendship Boulevard Business Street	4 Lanes	N	93
	--	151087	3.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+ 2 Lanes	Y	91
CLOVERLY	7-159	863119	4.	<u>Ednor Road Bridge</u> Northwest Branch	2 Lane Bridge	N	90
	7-51	673940	5.	<u>Bonifant Road</u> Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	Safety Widening	Y	90
DAMASCUS	--	Special Projects	6.	<u>Ridge Road (MD 27)</u> Lewis Drive to Main Street (MD 108)	Geometric Improvements	Y	90
	7-145	873121	7.	<u>Sweepstakes Road</u> Ridge Road (MD 27) to Woodfield Road (MD 124)	Residential Primary	N	93
FAIRLAND/ WHITE OAK	--	823862 and Special Projects	8.	<u>Columbia Pike (US 29)</u>  Section I: Industrial Parkway to Randolph Road	+ 2 Lanes	Y	89
				Section II: North of Fairland Road to Greencastle Road	+ 2 Lanes	Y	89
	--	152040	9.	<u>Columbia Pike (US 29)</u> New Hampshire Avenue (MD 650) Industrial Parkway and Greencastle Road north of Sandy Spring Road (MD 198)	+ 2 Lanes	Y	91
	7-54	883103	10.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	+ 1 Lane	Y	91
	7-61	833963	11.	<u>Fairland Road</u> Randolph Road to Columbia Pike (US 29)	Safety Widening	Y	91
	7-58	833888	12.	<u>E. Randolph Road Widening</u> Phase I: New Hampshire Avenue (MD 650) to Fairland Road	+ 4 Lanes	Y	92
	7-53	873114	13.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike west	2 Lanes	N	93
	--	SR-44	14.	<u>MD 650/Randolph Road</u> Randolph Road to Notley Road	+ 2 Lanes Undivided	N	by developer

TABLE (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
GAITHERS-BURG EAST	--	151015	15.	<u>I-370 Metro Connection</u> I-270 to Shady Grove Metro Access Road	4 Lanes Freeway	Y	90
	--	151024	16.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+ 2 Lanes CD Road	Y	90
	--	153065	17.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+ 2 Lanes Divided	Y	91
			18.	<u>MD 124 Relocated</u> Midcounty Highway to Muncaster Mill Road (MD 115)	+ 2 Lanes	N	by developer
	7-160	763815	19.	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+ 3 Lanes	Y	91
	7-81	793177	20.	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive	+ 4 Lanes	Y	91
				Section II: Calhoun Dr. to Dover Rd.	+ 2 Lanes	Y	91
				Section III: Dover Rd. to Southlawn Ln.	+ 3 Lanes	Y	91
	7-48	853176	21.	<u>Airpark Road/Shady Grove Road Ext.</u> Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
	7-151	853137	22.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court; Apple Ridge Rd. to past Great Seneca Ck.	+ 2 Lanes Undivided	Y	91
	7-82	723271	23.	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+ 2 Lanes	Y	92
GAITHERS-BURG WEST	--		24.	<u>Perry Parkway</u> West Diamond Avenue (MD 117) to Frederick Avenue (MD 355)	4 Lanes	N	89
	--	151024	25.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+ 2 Lanes CD Roads	Y	90
	7-90	853121	26.	<u>Key West Ave.-Shady Grove to Gude Dr.</u> Phase II: Shady Grove Road to Gude Dr.	+ 2 Lanes	Y	90
	7-92	803530	27.	<u>Key West Avenue - MD 28, Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway	+ 2 Lanes	Y	90
				Great Seneca Hwy. to Shady Grove Rd.	+ 4 Lanes		
	7-96	743799	28.	<u>Longdraft Road, Phase II</u> Clopper Rd. (MD 117) from Metropolitan Grove Road to Game Preserve Road	+ 2 Lanes	Y	91
	7-66	663907	29.	<u>Fields Road</u> Muddy Branch Road to Omega Drive	4 Lanes	Y	91
	7-79	863111	30.	<u>Great Seneca Highway, Phase III</u> Great Seneca Creek to Quince Orchard Road (MD 124)	4 Lanes Divided	Y	91
	7-133	853122	31.	<u>Sam Eig Highway</u> Fields Road to I-270	6 Lanes Divided	Y	92
				Great Seneca Highway to Fields Road	4 Lanes Divided	N	92

TABLE (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/89	100% of Const. Expenditures By Fiscal Year
GERMAN-TOWN EAST	--	151024	32.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+ 2 Lanes New Interchange	Y	91
	7-151	853137	33.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court	+ 2 Lanes Undivided	Y	91
	7-112	863125	34.	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	+ 2 Lanes	Y	91
	7-101	863171 153023	35.	<u>MD 118 Relocated (Germantown Road)</u> Phase II: I-270 to Frederick Road (MD 355)	+ 2 Lanes	N	93
GERMAN-TOWN WEST	--	151024	36.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+ 2 Lanes New Interchange	Y	91
	7-79	863111	37.	<u>Great Seneca Highway, Phase III</u> Middlebrook Road to Great Seneca Creek	4 Lanes	Y	91
	7-101	863171 153023	38.	<u>MD 118 Relocated (Germantown Road)</u> Phase I: Wisteria Drive to Clopper Road	6 Lanes	Y	93
	7-112	863125	39.	<u>Middlebrook Road, Phase I</u> Great Seneca Highway to I-270	+ 4 Lanes Divided	N	93
KENSINGTON/WHEATON	--	153181	40.	<u>Forest Glen Road (MD 192)</u> Georgia Ave. (MD 97) to Belvedere Pl.	+ 2 Lanes	N	90
	--	153011	41.	<u>Layhill Road Widening</u> Georgia Ave. (MD 97) to Bel Pre Road	+ 2 Lanes Divided	Y	91
	7-57	883102	42.	<u>Dewey Road</u> Dahill Road to Garrett Park Road	Residential Primary	N	92
	7-72	903192	43.	<u>Glenallan Avenue</u> Georgia Avenue (MD 97) to Layhill Road (MD 182)	+ 2 Lanes	N	93
NORTH BETHESDA	--	151024	44.	<u>I-270 Widening</u> Y Split to Montrose Road	+ 2 Lanes CD Roads	Y	90
	7-115	813391	45.	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Road	+ 2 Lanes	N	90
OLNEY		153370	46.	<u>Laytonsville-Sandy Spring Road (MD 108)</u>			
				a. Olney Mill Road to Headwaters Drive	+ 2 lanes Divided	N	93
				b. Prince Phillip Avenue to Dr Bird Road	+ 2 lanes Divided	N	93
POTOMAC							



TABLE (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures By Fiscal Year
ROCKVILLE	--	6S-11	47.	<u>Gude Drive</u> Southlawn La. to Norbeck Rd. (MD 28)	+ 2 Lanes	Y	89
	--	151024	48.	<u>I-270 Widening</u> Montrose Road to Shady Grove Road	+ 2 Lanes CD Roads	Y	90
	--	151033	49.	<u>Falls Road (MD 189) Interchange</u> Interchange with I-270	New Interchange	Y	90
	7-115	813591	50.	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Rd.	+ 2 Lanes	N	90
	7-90	853121	51.	<u>Key West Avenue - Shady Grove to Gude</u> Phase II: Shady Grove Road to Gude Drive	+ 2 Lanes	Y	90
	--	6H11	52.	<u>MD 355/MD 28 Intersection</u> <u>Improvements</u>	+ 2 Lanes on MD 355	N	90
	7-160	763815	53.	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+ 3 Lanes	Y	91
	7-81	793177	54.	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive	+ 4 Lanes	Y	91
				Section II: Calhoun Drive to Dover Road	+ 2 Lanes	Y	91
				Section III: Dover Road to Southlawn Lane	+ 3 Lanes	Y	91
	--	7Q11	55.	<u>West Montgomery Ave. Reconstruction</u> a. Nelson Street to Adams Street	2 Lanes Divided	N	91
				b. I-270 to Nelson Street	+ 2 Lanes	N	91
	--	151035	56.	<u>I-270</u> New Bridge at Ritchie Parkway	4 Lanes	Y	92
	7-130	823865	57.	<u>Ritchie Parkway</u> Seven Locks Rd. to Rockville Pike (MD 355)	4 Lanes	Y	92
	7-82	723271	58.	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+ 2 Lanes	Y	92
	--	8C11	59.	<u>Fleet Street Extension</u> Richard Montgomery Dr. to Ritchie Pkwy.	4 Lanes	N	92
SILVER SPRING/ TAKOMA PARK							

**TABLE : LIST OF TRANSIT RELATED PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 90-95 CIP, THE MDDOT FY 89-94 CONSOLIDATED PROGRAM, OR WMATA'S CAPITAL BUDGET**

M-NCPPC 10/11/89

Policy Area	PDF No.	Project No.	Map No.	Transit Project Name (Underlined) With Phases and/or Limits	Scope of Improvement	100% of Const. Expenditures By Fiscal Year
FAIRLAND/ WHITE OAK	7-219	783384	1.	<u>Commuter Fringe Parking Lots</u> Seventh Day Adventist Lot	155 spaces	89
	7-222	883152	2.	<u>Greencastle Lakes Park &amp; Ride</u> Greencastle Road north of Robey Road	150+ spaces	90
	7-220	893115	3.	<u>Eastern County Park &amp; Ride</u> a. Blackburn Road b. Fairland Rd./Old Columbia Pike	350+ spaces 600+ spaces	95
GAITHERS- BURG WEST	7-229	893118	4.	<u>Metropolitan Grove MARC Station</u> Expansion of existing parking lot	1000+ spaces	96 +
KENSINGTON/ WHEATON	7-221	873183	5.	<u>Glenmont Park &amp; Ride Lot</u> Georgia Avenue (MD 97) at Glenallen Avenue	400+ spaces	90
	7-233	773954	6.	<u>Glenmont Metrorail Line</u> Extension to Wheaton	Forest Glen & Wheaton Stations	91
	7-223	883138	7.	<u>Ride-On Bus Aquisition</u> Expanded service for opening of Metrorail	31 buses	91
	7-230	903238	8.	<u>Glenmont Metro Parking Garage</u> WMATA Garage Site	2000+ spaces	92
ROCKVILLE	7-232	783131	9.	<u>Metrorail Add-On Facilities</u> Rockville Metro Station Parking	135 spaces	90
SILVER SPRING CBD	7-233	773954	10.	<u>Glenmont Metrorail Line</u> Extension to Wheaton	Forest Glen & Wheaton Station	91

**TABLE : LIST OF TRANSPORTATION PROJECTS BY POSSIBLE FISCAL YEAR OF IMPLEMENTATION  
BASED UPON THE FY 90-95 CIP**

**M-NCPPC 10/11/89**

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by			
						FY94	FY95	FY96	FY96+
ASPEN HILL	7-149	898139	1.	<u>Veirs Mill Rd. and Twinbrook Pwy.</u>	+1 lane Eastbound	X			
	-	153305	2.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hamp. Ave. (MD 650)	2 Lanes				X
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Rd. (MD 28) to Columbia Pike (US 29)	Under Design				X
BETHESDA - CHEVY CHASE	-	151114	4.	<u>I-495 (Capital Beltway)</u> Connecticut Ave. (MD 185) Interchange	Reconstruct Interchange				X
CLOVERLY	7-108	893128 153337	5.	<u>New Hampshire Avenue (MD 650):</u> ICC to Briggs Chaney Road Briggs Chaney-Norwood Road Realignment Briggs Chaney Rd. to Spencerville Rd. (MD 198)	Phase II +2 Lanes +2 Lanes +2 Lanes		X X X		
	-	154002	6.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design				X
	7-73	893132	7.	<u>Good Hope Road North</u> Good Hope Drive to Spencerville Road (MD 198)	Safety Widening				X
	-	153305	8.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hamp. Ave. (MD 650)	2 Lanes				X
DAMASCUS	7-104	883105	9.	<u>MD 124 Extension (A-12)</u> Main Street (MD 108) to Ridge Road (MD 27)	2 Lanes		X		
FAIRLAND/ WHITE OAK	7-60	833969	10.	<u>E. Randolph Road Widening</u> Phase II: Fairland Road to Old Columbia Pike	+3 Lanes	X			
	7-132	893124	11.	<u>Robey Road</u> Greencastle Elementary School to Greencastle Rd.	Residential Primary	X			
	7-108	893128 153337	12.	<u>New Hampshire Avenue (MD 650): Phase I</u> Randolph Road to Notley Road Notley Road to the ICC	Under Design +2 Lanes +4 Lanes		X X		
	7-54	883103	13.	<u>Briggs Chaney Road Widening: Phase II</u> Automobile Boulevard to ICC Alignment	+2 Lane Divided				X
		154002	14.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design				X
	-	154166	15.	<u>Intercounty Connector</u> Columbia Pike (US 29) to I-95	6-Lane Freeway				X
	-	152043	16.	<u>US 29 Widening</u> Bridge over New Hampshire Avenue (MD 650)	+2 Lanes				X
	-	152019	17.	<u>US 29 Improvement Study</u> I-495 to Howard County	Under Study				X
GAITHERS- BURG EAST	7-63	893134	18.	<u>Fairland Road East</u> Columbia Pike (US 29) to PG County Line	Safety Widening				X
	7-162	823754	19.	<u>Watkins Mill Road Bridge</u> Whetstone Run Stream	+2 Lanes	X			
	7-152	883109	20.	<u>Watkins Mill Road Extended</u> I-270 to Frederick Ave. (MD 355)	4 Lanes Divided		X		

\* Funded for environmental assessment only pending Council review

TABLE (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons.		Expenditure by	
						FY94	FY95	FY96	FY96+
GAITHERS-BURG EAST (Cont'd.)	7-69	863116	21.	<u>Germantown/Montgomery Village Connector</u> a. Montgomery Village Ave. to MD 118 Extended b. MD 118 Extended to Ridge Road (MD 27)	4 Lanes 2 Lanes		X* X		
	7-137	893121	22.	<u>Shady Grove Road Six Lane</u> Briardale Road to Muncaster Mill Road (MD 115)	+2 lanes			X	
	7-128	893125	23.	<u>Redland Road North</u> Needwood Road to Muncaster Mill Road (MD 115)	Reconstruct to 36-foot Residen			X	
	7-75	883101	24.	<u>Goshen Road</u> I. Girard Street to Warfield Road II. Warfield Road to MD 124	+2 Lanes Safety Widening				X
	7-83	863117 154166	25.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	4 Lanes Controlled major with grade separations and interchange				X
	7-120	893127	26.	<u>Muncaster Road/Shady Grove Road Extended</u> Phase I: Airpark Road to Muncaster Road Phase II: Shady Grove Road Ext. to MD 108	2 Lanes Reconstructed  Primary				X X
	7-140	893122	27.	<u>Snouffer School Road</u> Goshen Road to Laytonsville Road (MD 124)	+3 Lanes				X
	-	153414	28.	<u>MD 124, Woodfield &amp; Burnham-Laytonsville Rd.</u> MD 355 to MD 108	Project Planning Study				X
GAITHERS-BURG WEST	-	153387	29.	<u>MD 28, Darnestown Road</u> I-270 to Research Boulevard Research Boulevard to Gude Drive  Key West Avenue to Dufief Mill Road  Dufief Mill Rd. to Quince Orchard Road  Quince Orchard Road to Riffleford Rd.  <u>Quince Orchard Road (MD 124)</u> Darnestown Rd. (MD 28) to Raven Rock Drive	+2 Lanes 6 Lanes Divided +2 Lanes Divided +4 Lanes Divided +2 Lanes Divided +2 Lanes Divided	X X  X  X			X
	7-152	883109	30.	<u>Watkins Mill Road Extended</u> Clopper Road (MD 117) to I-270	4 Lanes Divided		X		
	7-126	893126	31.	<u>Quince Orchard Road South</u> Dufief Mill Rd. to Darnestown Rd. (MD 28)	Safety Widening				X
	7-96	743799	32.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes				X
	7-64	873115	33.	<u>Father Hurley Boulevard/Ridge Road Extended</u> Phase I: Crystal Rock Drive to Ridge Road (MD 27) Phase II: Crystal Rock Drive to Ridge Road (MD 27) Phase III: Crystal Rock Drive to Route I-3	2 Lanes +2 Lanes +2 Lanes		X		X X
	7-64	873115	34.	<u>Father Hurley Blvd. Interchange</u> Interchange with I-270	Interchange		X		

\* Funded for environmental assessment only pending Council review.

TABLE (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons.		Expenditure by	
						FY94	FY95	FY96	FY96+
GERMANTOWN EAST (Cont'd.)	7-69	863116	35.	<u>Germantown/Montgomery Village Connector</u> a. Montgomery Village Ave. to MD 118 Extended b. MD 118 Extended to Ridge Road (MD 27)	4 Lanes 2 Lanes		X*		
	-	153397	36.	<u>Frederick Avenue (MD 355)</u> Montgomery Village Avenue (MD 124) to Ridge Road (MD 27)	Project Planning Study			X	
	-	151094	37.	<u>I-270</u> Germantown Drive (MD 118) to Clarksburg Road (MD 121)	+2 Lanes				
GERMANTOWN WEST	7-64	873115	38.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Phase I: Crystal Rock Drive to Ridge Road (MD 27) Phase II: Crystal Rock Drive to Ridge Road (MD 27) Phase III: Crystal Rock Drive to Route I-3	2 Lanes +2 Lanes +2 Lanes		X		X
	7-64	873115	39.	<u>Father Hurley Blvd. Interchange</u> Interchange with I-270	Interchange		X		X
	7-150	883108	40.	<u>Waring Station Road</u> Clopper Road (MD 117) to CSX Railroad	4 Lanes				X
	-	151094	41.	<u>I-270</u> Germantown Drive (MD 118) to Clarksburg Road (MD 121)	+2 Lanes				
KENSINGTON/ WHEATON	-	152043	42.	<u>US 29 Widening</u> Interchange at MD 193 (Four Corners)	Grade Separation				X
	-	152019	43.	<u>US 29 Improvement Study</u> I-495 to Howard County Line	Under Study				X
NORTH BETHESDA	7-161	813691	44.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road (Available only with developer contributions)	4 Lanes	X			
	-	151105 151112	45.	<u>I-270: East Spur</u> Y Split to I-495 and possible Interchange upgrade	+2 Lanes (Under Study)				X
	-	151104 151112	46.	<u>I-270: West Spur</u> Y Split to I-495 and possible Interchange upgrade	+2 Lanes (Under Study)				X
	-	153364	47.	<u>Rockville Pike (MD 355) at</u> Montrose/Randolph Roads and B&O RR	Grade Separation				X
OLNEY	7-83	863117 154166	48.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	4 Lanes Controlled Major with grade-separations and interchange				X
POTOMAC	7-161	813691	49.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road (Available only with developer contributions)	4 Lanes	X			
	7-126	893126	50.	<u>Quince Orchard Road South</u> Darnestown Road (MD 28) to Duffield Mill Road	Safety Widening				X
	-	153371	51.	<u>Falls Road (MD 189)</u> River Road to Ritchie Parkway	Project Planning Study				X

\* Funded for environmental assessment only pending Council review.

TABLE (Continued)

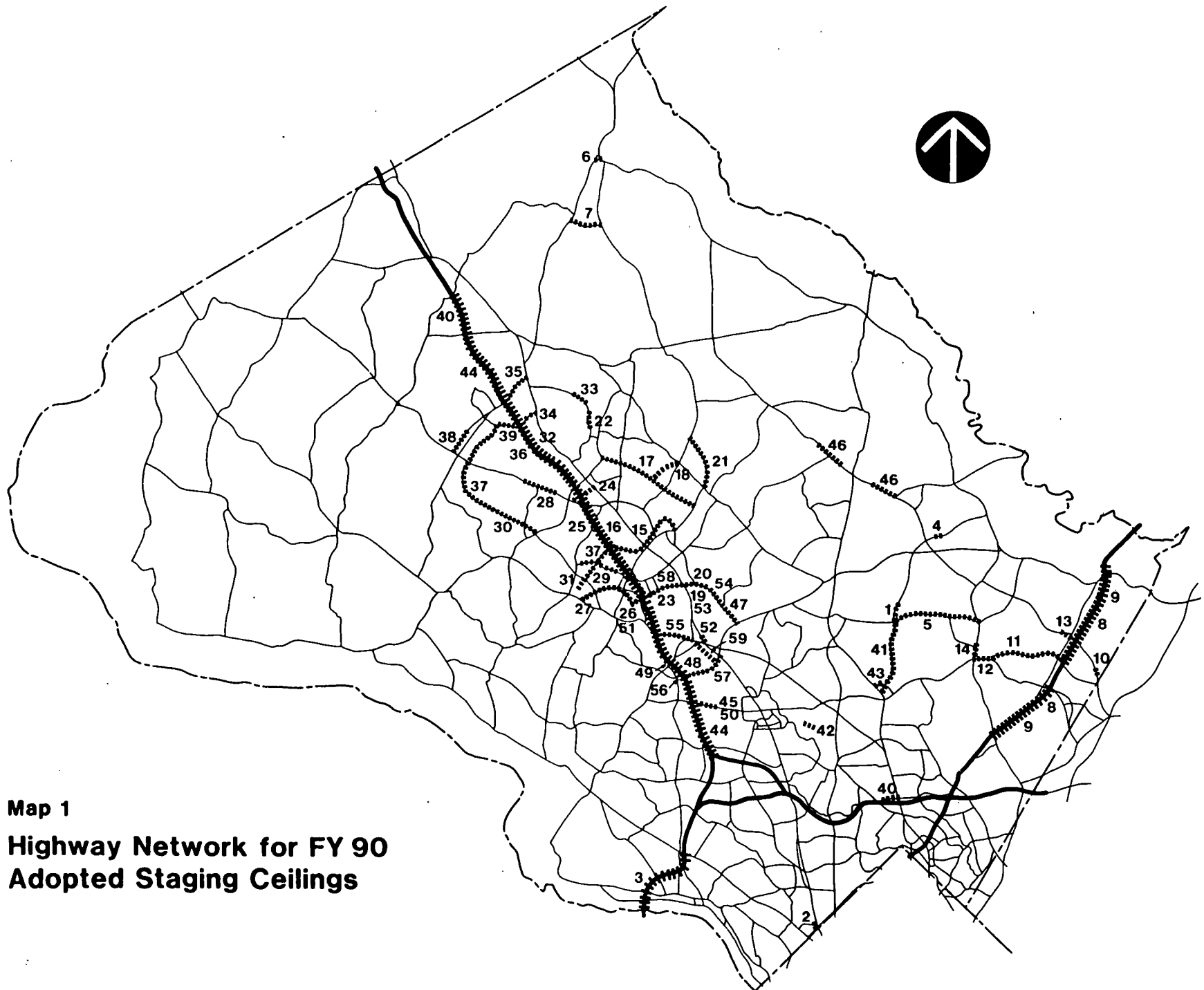
Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. FY94	FY95	Expenditure by FY96	FY96 +
* ROCKVILLE	-	153387	52.	<u>MD 28, Darnestown Road</u> I-270 to Research Blvd. Research Blvd. to Gude Drive	+2 Lanes 6 Lanes Divided	X X			
SILVER SPRING/ TAKOMA PARK	7-138	873116	53.	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected)	Under Study				X

\* Funded for environmental assessment only pending Council review.

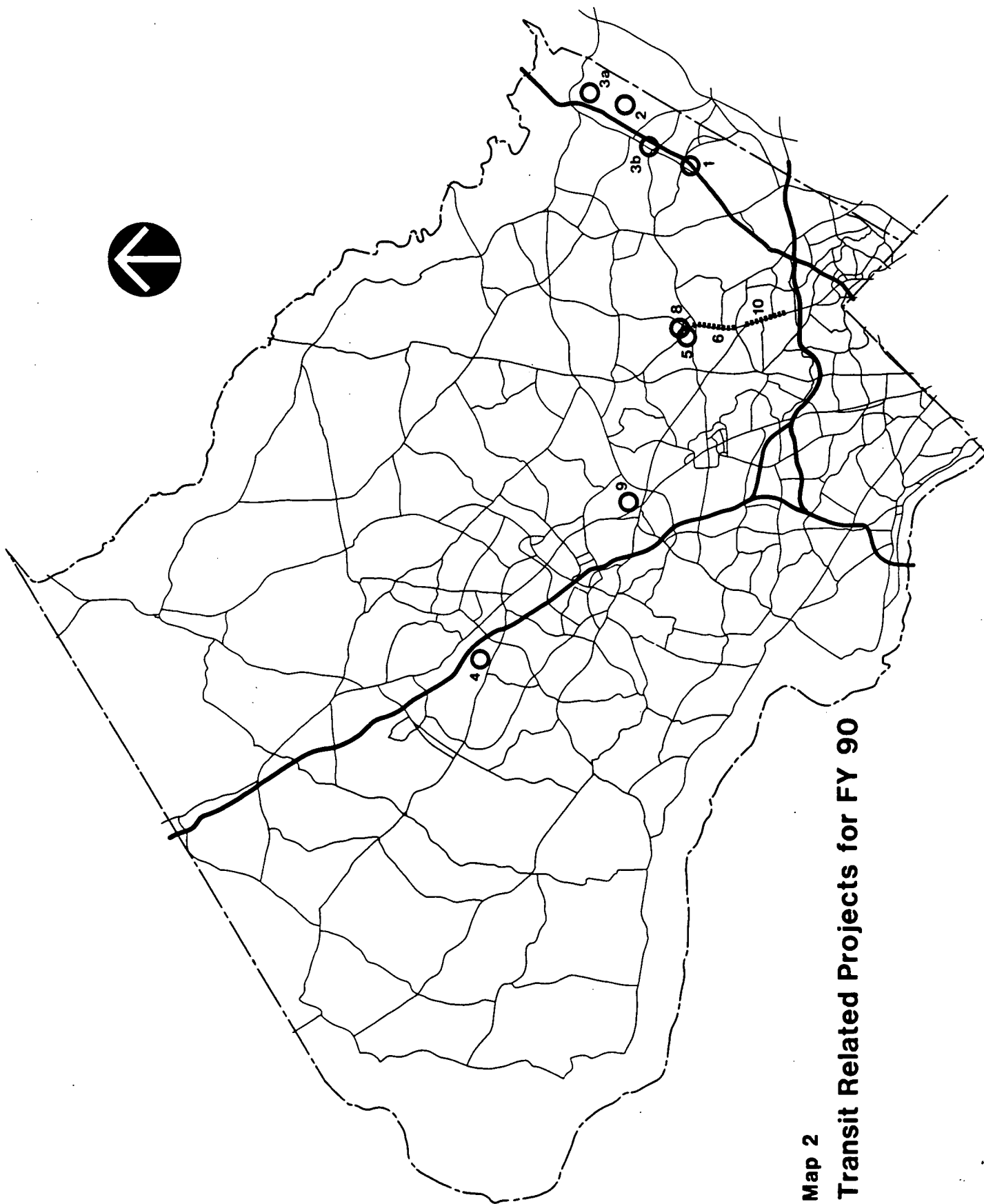
**TABLE : LIST OF TRANSIT RELATED PROJECTS BY POSSIBLE FISCAL YEAR OF IMPLEMENTATION BASED UPON THE APPROVED FY 90-95 CIP AND THE DRAFT FY 90-95 CTP**

M-NCPPC 10/11/89

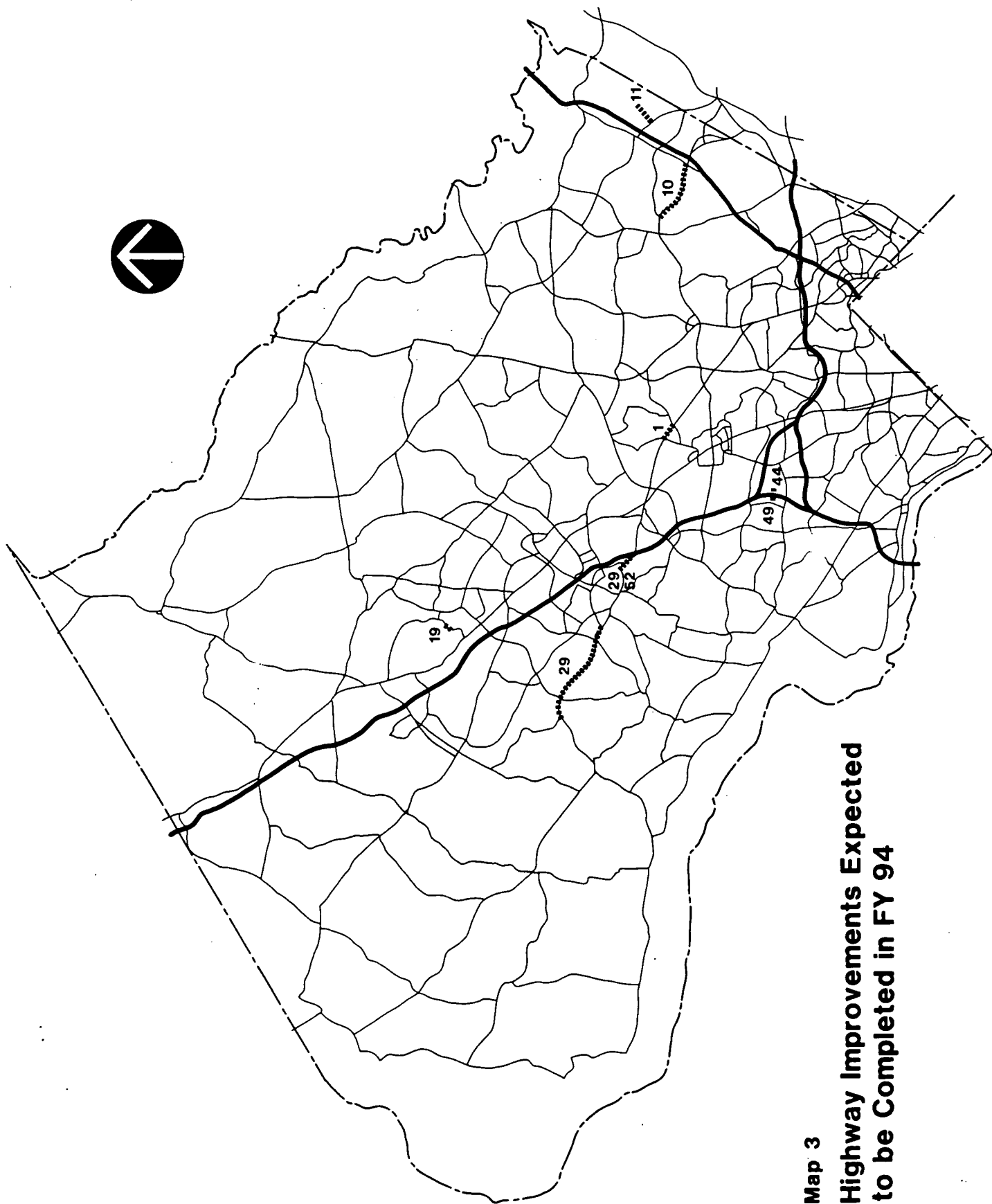
Policy Area	PDF No.	Project No.	Map No.	Transit Project Name (Underlined) with Phases and/or Limits	Scope of the Improvements	100% of Constr. Expend. By			
						FY94	FY95	FY96	FY96+
BETHESDA CBD- BETHESDA/ CHEVY CHASE	--	CTP/WMATA Line 9		<u>Georgetown Branch Light Rail</u> Silver Spring Metro to Bethesda Metro Stations	Light Rail System	X			
GAITHERS- BURG EAST AND WEST	--	CTP/SRA Line 22		<u>Metropolitan Grove MARC Station</u> Parking Expansion	1000+ spaces				X
KENSINGTON/ WHEATON	--			<u>Glenmont Metrorail</u> Extension to Glenmont	Glenmont Station				X
SILVER SPRING CBD	--	CTP/WMATA Line 9		<u>Georgetown Branch Light Rail</u> Silver Spring Metro to Bethesda Metro Stations	Light Rail System	X			
	--	CTP/SRA Line 21		<u>Silver Spring Commuter Rail</u> <u>Station Relocation</u>	New Joint Station at Metrorail				X
	--			<u>Glenmont Metrorail</u> Extension to Glenmont	Glenmont				X

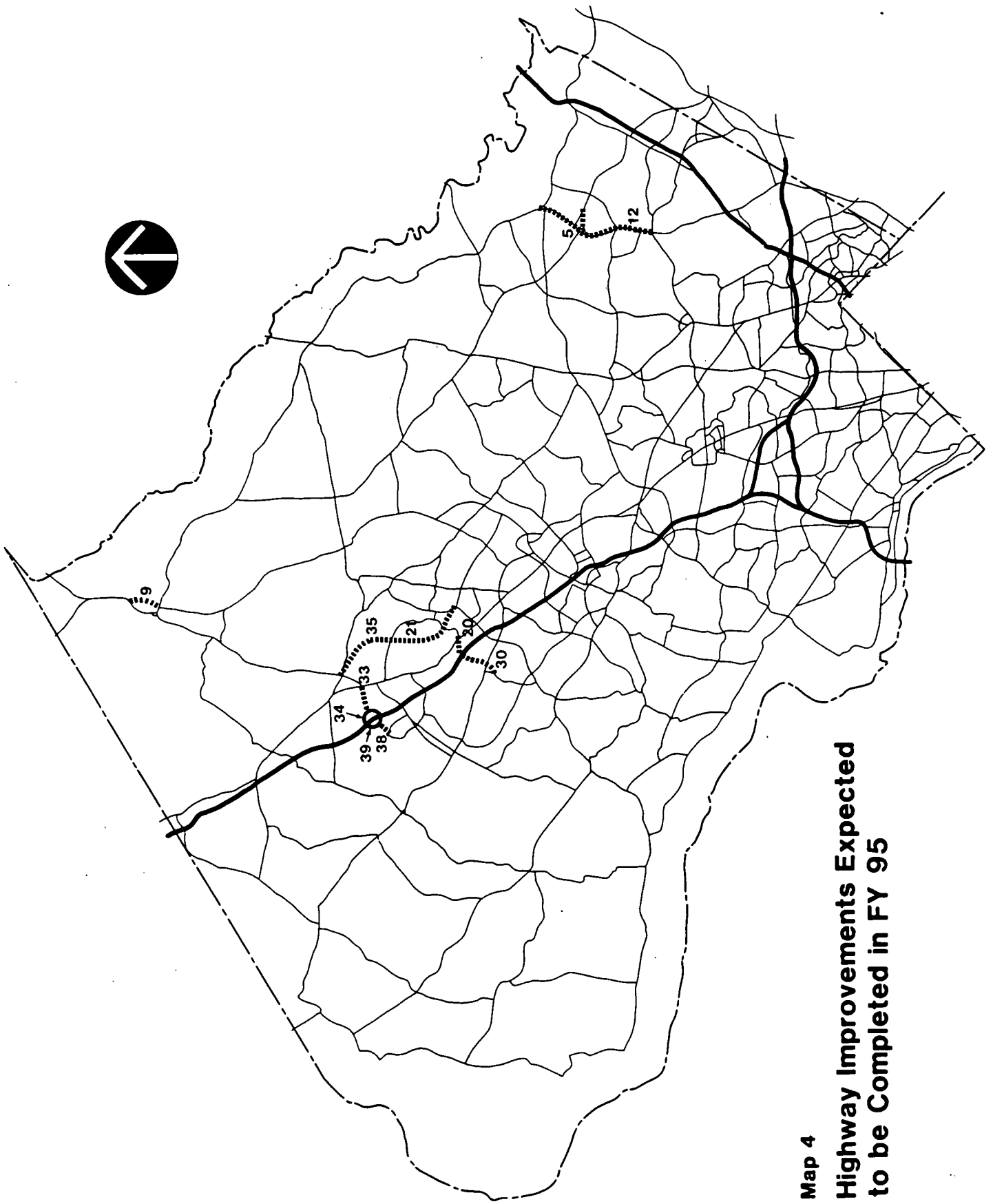




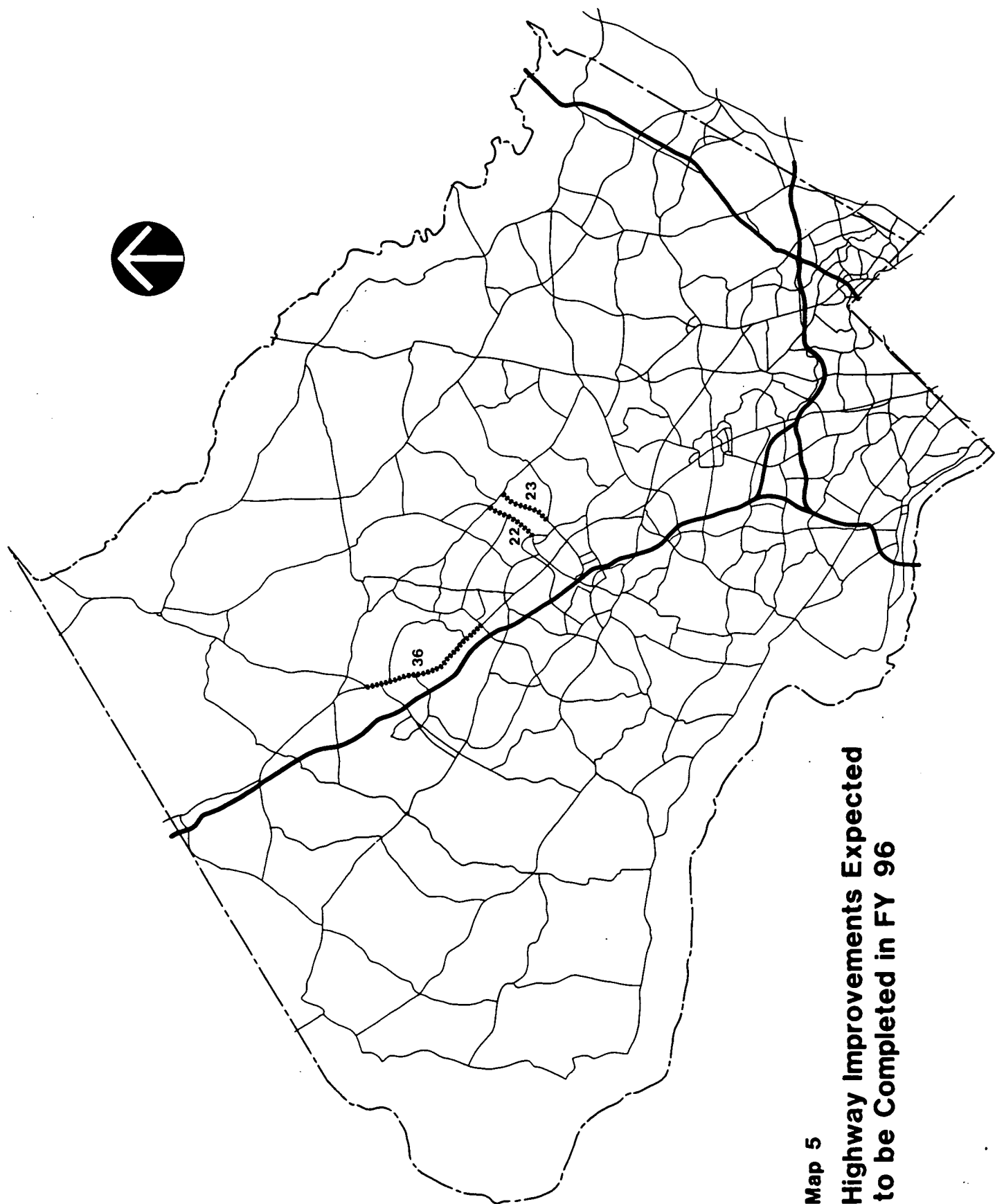


**Map 2**  
**Transit Related Projects for FY 90**

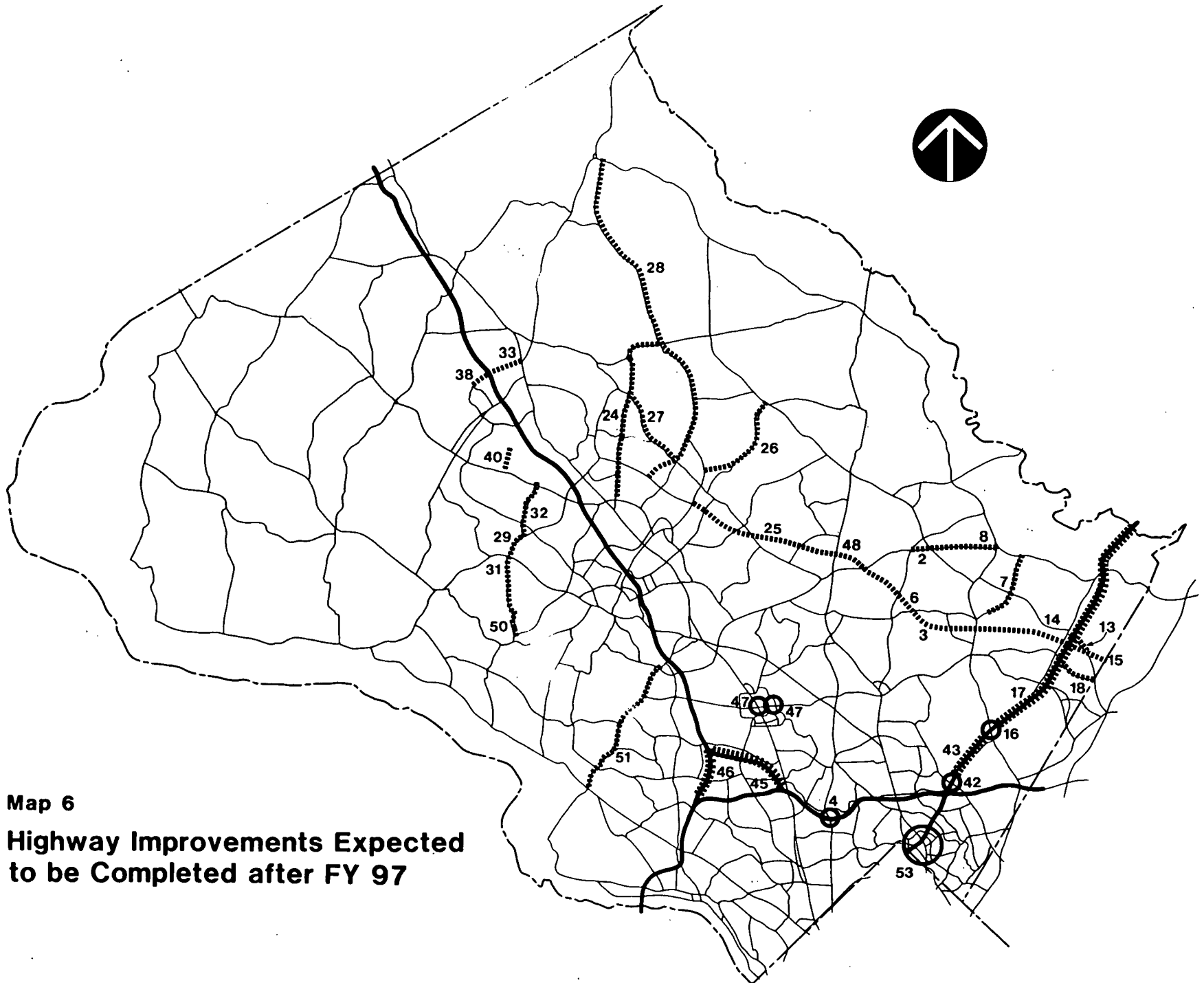




**Map 4**  
**Highway Improvements Expected**  
**to be Completed in FY 95**



**Map 5**  
**Highway Improvements Expected**  
**to be Completed in FY 96**



**Map 6**  
**Highway Improvements Expected**  
**to be Completed after FY 97**

Appendix 2:

Policy Area  
Staging Charts  
And  
Statistical  
Profiles.

## Staging Charts And Statistical Profiles

This section defines terms frequently used in the administration of the APFO and explains how to read the information found on the policy area fact sheets. The fact sheet also includes a statistical profile, representing a variety of demographic information on Montgomery County at the policy area level.

### Explanation of Staging Charts

#### **AA** *Existing and Forecasted Housing: The estimated number of 1989 existing (referred to as the base) and forecasted houses in the policy area.*

Existing housing is estimated through January 1, 1989. This is shown on the graphs and noted on the vertical axis at 4,299 housing units in the Germantown East sample chart.

The market projection lines show three development forecasts through the year 2005. Montgomery County Planning Department's staff report entitled "1989 Trends and Forecasts" discusses the assumptions used in making these High, Intermediate, and Low projections.

#### **A** *Gross Pipeline: The number of subdivision approvals still to be built in the policy area plus the existing housing stock.*

The pipeline equals the total number of built and approved housing units. The pipeline includes subdivision approvals and sewer authorizations through September 28, 1989. The actual number is listed on the policy area fact sheet as item A. The number of approved subdivisions located at 5,418 units on the Germantown East chart, is the sum of the existing base (4,299) plus what has been reported in the pipeline (1,119). By drawing a horizontal line to the right of the pipeline to intersect the projection lines, we can estimate when the pipeline would be built out. In Germantown East, for example, the graph shows that the housing pipeline would be built out around 1991, assuming the High projection, 1992, assuming the Intermediate projection; and 1993, assuming the Low projection.

#### **B** *Gross FY90 Ceiling: The number of housing units which can be accommodated by the transportation capacity provided in the approved FY90-95 CIP and the State FY89-94 CTP.*

The FY90 adopted ceiling is based on those transportation projects in the approved FY90-95 CIP and the State CTP for which 100 percent of the construction expenditures are scheduled within the first four years of the CIP or CTP. In Germantown East, the graph shows that the FY90 adopted ceiling provides enough transportation capacity for approximately 6,706 housing units. (See Appendix 1 for a listing of the CIP by policy area.)

#### **C** *FY90 Ceiling (Net Remaining): The difference between the FY90 ceiling and the pipeline.*

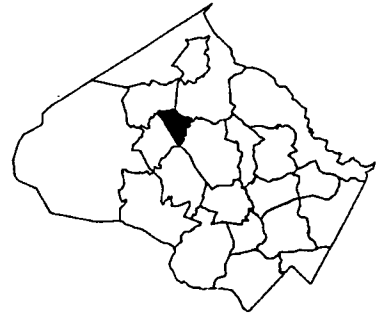
This number reveals whether or not the FY90-95 CIP and the State FY89-94 CTP provide enough transportation capacity to support the approval of additional development beyond what is already in the pipeline. In Germantown East, the graph shows that the FY90 adopted ceiling could accommodate an additional 1,288 housing units above the pipeline.

# Sample Chart

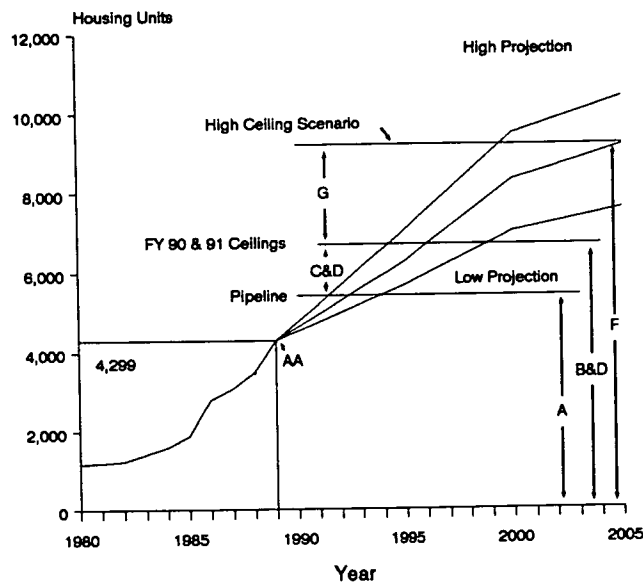
## GERMANTOWN EAST

### Staging Charts and Statistical Profile

	JOBS	HOUSING
AA 1989 Base	3,596	4,299
A Gross Pipeline (9/28/89)	5,437	5,418
B FY 90 Gross Ceiling	5,997	6,706
C Net Remaining	560	1,288
D FY 91 Gross Anticipated Ceiling	5,997	6,706
E Net Remaining	560	1,288
F Gross High Ceiling Scenario	9,997	9,206
G Net Remaining	4,560	3,788



Housing



### Statistical Profile

1989 Estimates				1987 Household Characteristics			
	Number	Rank			Percent	Rank	
<i>h</i> Population	11,540	14		<i>o</i> Living in Single Family Houses	84.2	5	
<i>i</i> Jobs	3,596	15		<i>o</i> Owning Homes	74.6	7	
<i>j</i> Housing Units	4,299	16		<i>o</i> With Housing Cost/Income Ratio $\geq$ 30%	17.8	4	
<i>k</i> Jobs/Housing Ratio	.84	9		<i>o</i> Owning 3 or More Cars	14.5	13	
<i>l</i> Land Area in Square Miles	5.96	15			Average	Rank	
1988 Median Sales Price of Housing Units Sold				<i>o</i> Age of Housing Unit	6.91	16	
	New Price	Rank	Resales Price	<i>o</i> Monthly Rent	\$590	12	
<i>m</i> Single-Family Detached	\$159,190	14	\$138,450	<i>o</i> Number of Employed Workers per Household	1.58	7	
<i>m</i> Single-Family Attached	\$108,750	14	\$88,000	<i>o</i> 1986 Median Household Income	\$40,180	13	
1987 Population Characteristics				Previous Five Year Annual Growth Trends			
	Percent	Rank			Annual Average Number	Rank	
<i>n</i> Work in Montgomery County	82.1	1		<i>p</i> Capacity Added by New Buildings (Employees)	310	11	
<i>n</i> Use Transit for Worktrip	6.0	14		<i>q</i> Housing Units	430	7	
<i>n</i> Non-Auto Drive Work Trip	11.4	14					



**D** *Gross FY91 Anticipated Ceiling: The number of housing units which can be accommodated by transportation capacity that is anticipated to be available by the end of the fifth year of the FY90-95 CIP and the State FY89-94 CTP.*

This ceiling number is based on transportation projects in the approved FY90-95 CIP and the State FY89-94 CTP for which the Planning Department estimates that 100 percent of the construction expenditures are programmed within the first five years of the CIP or CTP. In calculating this number, the Planning Department has not included transportation projects for which the July 1989 Approved Road Program indicates slippage. In Germantown East, the graph shows that the FY91 anticipated ceiling provides enough transportation capacity for approximately 6,706 housing units, identical to the capacity provided by the FY90 adopted ceiling.

**E** *FY91 Anticipated Ceiling (net remaining): The difference between the FY91 anticipated ceiling and the pipeline.*

For the Germantown East Policy Area, the FY91 anticipated ceiling can accommodate an additional 1,288 housing units above the pipeline.

**F** *Gross High Scenario Ceiling: The number of housing units which could be accommodated by transportation capacity that is anticipated to be available by the end of the sixth year of the approved FY90-95 CIP and by the end of the fifth year of the state FY89-94 CTP.*

This ceiling number is based on transportation projects in the approved FY90-95 CIP for which the Planning Department estimates that 100 percent of the construction expenditures are programmed within the first six years of the CIP. In Germantown East, the graph shows that the high scenario ceiling provides enough transportation capacity for approximately 9,206 housing units.

**G** *High Ceiling Scenario (net remaining): The difference between the high ceiling scenario and the pipeline.*

For the Germantown East Policy Area, the high ceiling scenario can accommodate an additional 3,788 housing units above the pipeline.

The following list describes the information presented in the statistical profile and identifies how these numbers were estimated by the Planning Department. These numbers are listed along with their ranking in descending order among the seventeen policy areas.

### 1987 Estimates

**H** *Population:*

Household population is estimated by multiplying average household size by the estimated number of households in the policy area in 1989. Average household size data is from Montgomery County Planning Department's 1987 Census Update Survey. This does not include people living in group quarters.

**I** *Jobs:*

The 1989 estimate labeled "jobs" is the number of jobs which can be accommodated in the policy area's employment related buildings, using standard factors of square feet per employee. It excludes

construction workers, domestic service workers, and employment in residential buildings, but includes the employment capacity of buildings even if they are vacant. New non-residential buildings are added to the base when annual field work on the development pipeline indicates they are completed.

## **J**     *Housing Units:*

The 1989 housing unit count is estimated by using the "1980 U.S. Census of Population and Housing" as the base and is updated annually using residential completions data from the Maryland State Department of Assessment and Taxation and pipeline completions data including data from WSSC and field checks.

## **K**     *Job Housing Ratio:*

This ratio is equal to the employment capacity of existing non-residential buildings divided by the existing number of housing units.

## **L**     *Land Area in Square Miles:*

This is equal to the policy area's land area in square miles.

## **M**     *1988 Median Sales Price of Single Family Housing Units:*

### **1988 Single-Family Detached New Housing Sale Prices and Resales**

The 1988 median price of new and resold single-family detached homes is estimated by using the Montgomery County Planning Department's Sales Transactions Automated Report System (STAR). STAR is based on the Maryland State Department of Assessment and Taxation's quarterly parcel records. This data includes all sales transactions of residential property in the County, except sales transactions among relatives and bulk transfers. Sales prices for Aspen Hill and Kensington Wheaton reflect the median sales prices of the respective planning areas. Sales prices are only available for the combined Silver Spring/Takoma Park and the Silver Spring CBD policy area and for the combined Bethesda/Chevy Chase and the Bethesda CBD policy areas.

### **1988 Single-Family Attached New Housing Sales Prices and Resales**

Same method as above.

## **N**     *1987 Population Characteristics:*

The data summarized under the heading "1987 Population Characteristics" is taken from Montgomery County Planning Department's 1987 Census Update Survey. The percentage for a policy area is listed along with its ranking in descending order among the seventeen policy areas.

- Work in Montgomery County - The percentage of employed persons who work in Montgomery County. This includes full-time and part-time workers aged 16 and over.
- Use Transit for Work Trip - The percentage of employed persons whose main means of transportation to work on the most recent workday was either bus, Metrorail, or railroad.
- Non-Auto Driver Work Trip—The percentage of employed residents whose main means of transportation to work on the most recent workday was, bus, metrorail, railroad, walk, or van-pool, car-pool passenger.

## **O**    *1987 Household Characteristics:*

The data summarized under the heading "1987 Household Characteristics" is from the 1987 Census Update Survey. The percent, average, or median is listed along with its ranking in descending order among the seventeen policy areas.

- Living in Single-Family Houses - The percentage of the total number of occupied housing units that are either single-family attached or detached.
- Owning Homes - The percentage of the total number of occupied housing units that are owner occupied.
- With Housing Cost/Income Ratio  $\geq$  30 percent - The percentage of households whose annual housing cost (rent or principal, interest, taxes, and insurance) is greater than or equal to 30 percent of their annual pre-tax household income. Generally housing is considered affordable if it costs less than 30 percent of a household's pre-tax income.
- Owning Three or More Vehicles - The percentage of households that reported owning three or more motor vehicles. Motor vehicles include passenger cars, vans, panel, or pickup trucks.
- Age of Housing Unit - The average age, in years, of the policy area's occupied housing stock.
- Monthly Rent - The average monthly rent, excluding utilities, for renter occupied housing units, including multi-family and single-family housing.
- Number of Employed Workers per Household - The average number of employed persons per household. This includes full-time and part-time workers aged 16 and over.
- 1986 Median Household Income - The median 1986 pre-tax household income.

## **P**    *Average Annual Employment Capacity Added by New Buildings:*

The five year annual average number of jobs added by new non-residential buildings is estimated by averaging the total number of jobs added by new non-residential buildings over the previous five years (1984-1988). Data on new buildings is provided by the Maryland State Department of Assessment and Taxation. Standard factors of square feet per employee are applied to square feet to estimate the employment capacity of buildings. These capacity estimates do not include space in religious buildings, places of assembly, parking garages, and park buildings.

## **Q**    *Average Annual Housing Units:*

The five year annual average rate of housing unit completions is estimated by averaging the total number of housing units built over the previous 5 years (1984-1988). Data is from the Maryland State Department of Assessment & Taxation.

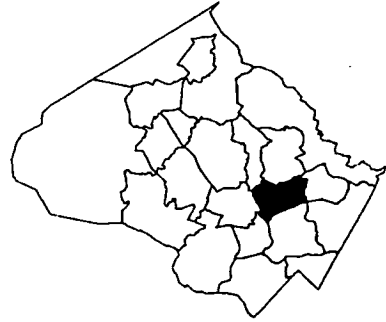
# MONTGOMERY COUNTY

## Statistical Profile

1989 Estimates				1987 Household Characteristics			
	Number	Rank			Percent	Rank	
Population	720,000			Living in Single Family Houses	70.4		
Jobs	394,500			Owning Homes	70.1		
Housing Units	278,000			With Housing Cost/Income Ratio $\geq$ 30%	15.1		
Jobs/Housing Ratio	1.42			Owning 3 or More Cars	19.9		
Land Area in Square Miles	495						
<b>1988 Median Sales Price of Housing Units Sold</b>					<u>Average</u>	<u>Rank</u>	
	New Price	Rank	Resales Price	Age of Housing Unit	21.9		
Single-Family Detached	\$231,950		\$173,000	Monthly Rent	\$630		
Single-Family Attached	\$118,990		\$102,000	Number of Employed Workers per Household	1.5		
				1986 Median Household Income	\$46,750		
<b>1987 Population Characteristics</b>				<b>Previous Five Year Annual Growth Trends</b>			
	Percent	Rank			Annual Average		
Work in Montgomery County	58.7				<u>Number</u>	<u>Rank</u>	
Use Transit for Worktrip	12.0			Capacity Added by New Buildings (Employees)	19,800		
Non-Auto Driver Work Trip	18.6			Housing Units	9,400		

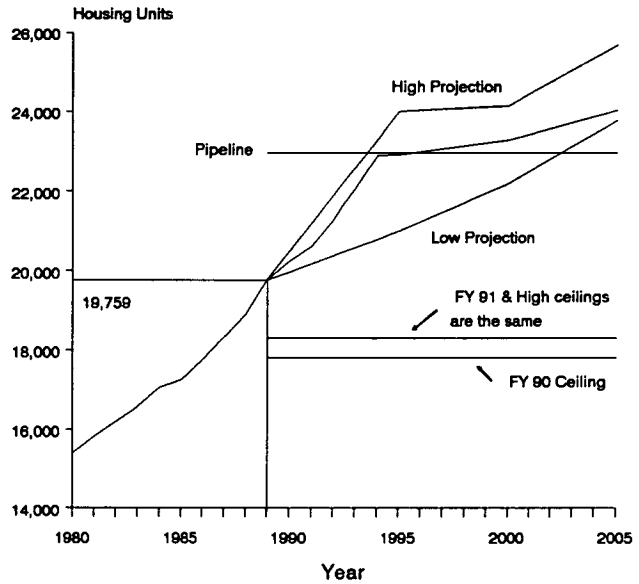
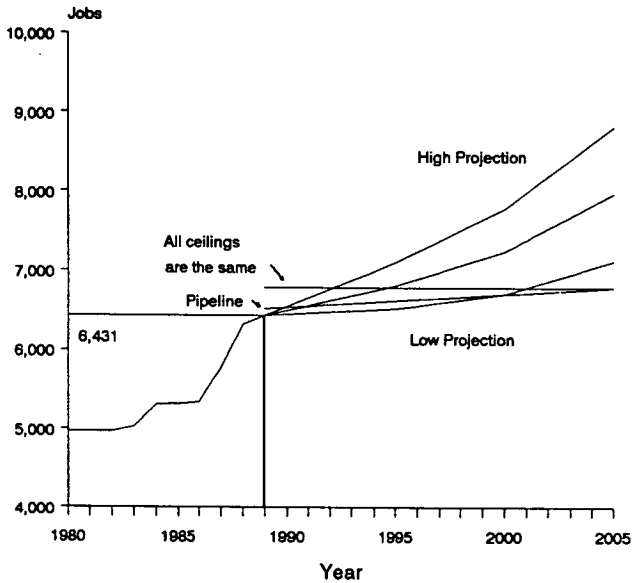
# ASPEN HILL

	JOB	HOUSING
1989 Base	6,431	19,759
Gross Pipeline (9/28/89)	6,517	23,003
FY 90 Gross Ceiling	6,789	17,805
Net Remaining	272	(5,198)
FY 91 Gross Anticipated Ceiling	6,789	18,305
Net Remaining	272	(4,698)
Gross High Ceiling Scenario	6,789	18,305
Net Remaining	272	(4,698)



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	52,430	6
Jobs	6,431	12
Housing Units	19,759	6
Jobs/Housing Ratio	.33	16
Land Area in Square Miles	12.54	9

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$266,210	7	\$152,500	10
Single-Family Attached	\$116,990	13	\$116,000	6

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	66.4	7
Use Transit for Worktrip	8.7	10
Non-Auto Driver Work Trip	13.2	11

### 1987 Household Characteristics

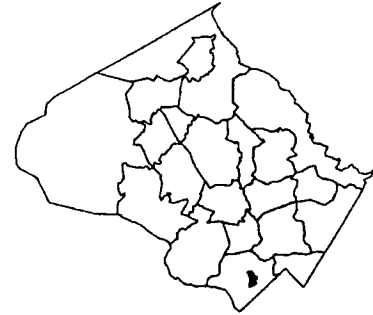
	Percent	Rank
Living in Single Family Houses	62.5	13
Owning Homes	69.3	9
With Housing Cost/Income Ratio $\geq$ 30%	14.8	8
Owning 3 or More Cars	25.1	4
	Average	Rank
Age of Housing Unit	18.35	8
Monthly Rent	\$600	10
Number of Employed Workers per Household	1.58	5
1986 Median Household Income	\$43,490	10

### Previous Five Year Annual Growth Trends

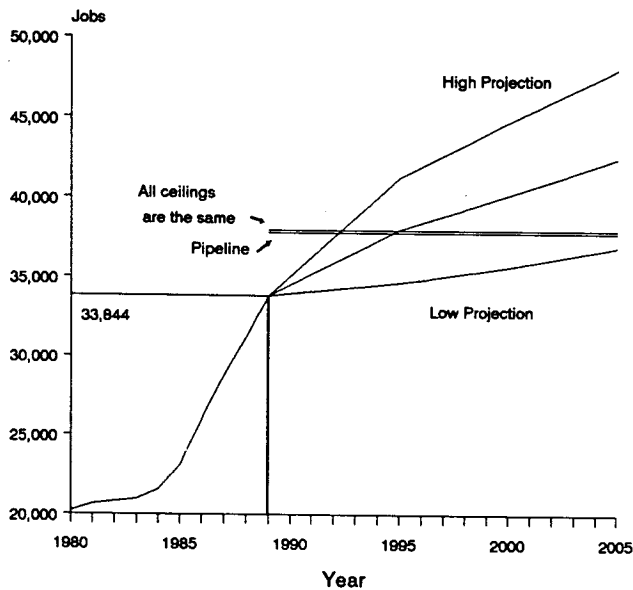
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	120	14
Housing Units	650	5

# BETHESDA CBD

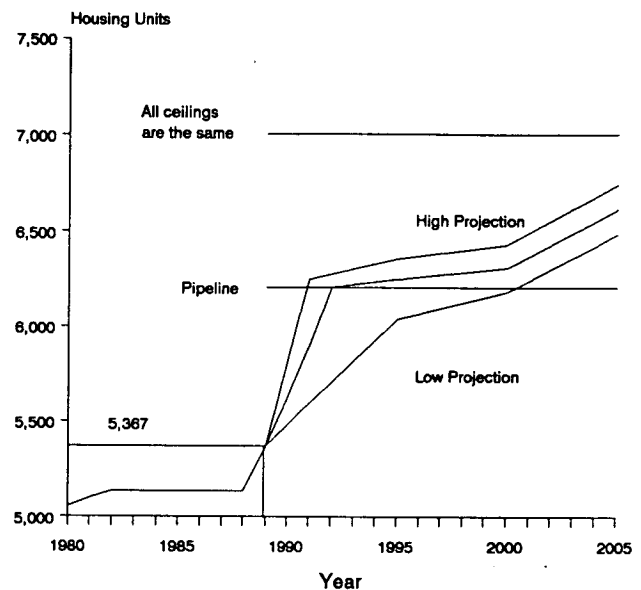
JOBS			HOUSING	
1989 Base	33,844		5,367	
Gross Pipeline (9/28/89)	37,826		6,207	
FY 90 Gross Ceiling	38,001		7,005	
Net Remaining		175		798
FY 91 Gross Anticipated Ceiling	38,001		7,005	
Net Remaining		175		798
Gross High Ceiling Scenario	38,001		7,005	
Net Remaining		175		798



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	8,160	15
Jobs	33,844	5
Housing Units	5,367	13
Jobs/Housing Ratio	6.31	2
Land Area in Square Miles	.68	16

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$499,000	2	\$280,900	2
Single-Family Attached	\$431,900	1	\$186,900	3

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	49.3	12
Use Transit for Worktrip	31.9	2
Non-Auto Driver Work Trip	46.9	2

### 1987 Household Characteristics

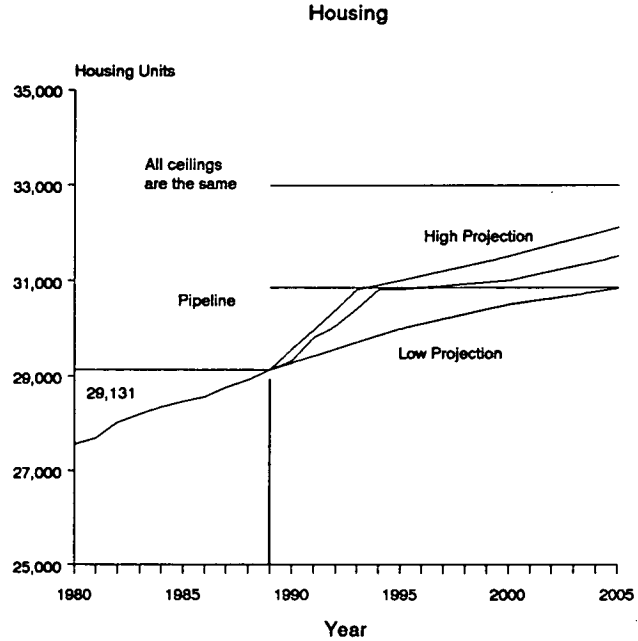
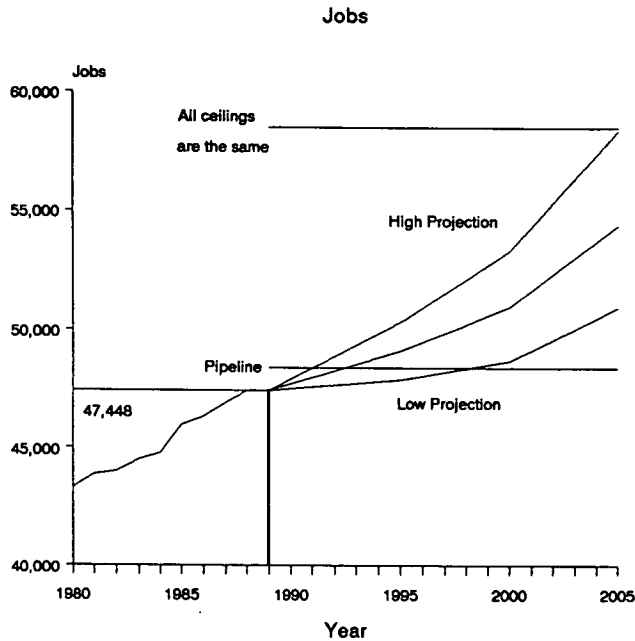
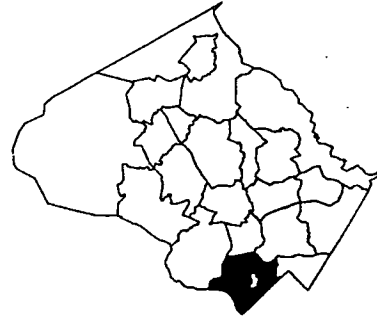
	Percent	Rank
Living in Single Family Houses	16.3	16
Owning Homes	12.5	16
With Housing Cost/Income Ratio $\geq$ 30%	22.6	2
Owning 3 or More Cars	1.9	17
	Average	Rank
Age of Housing Unit	28.9	4
Monthly Rent	\$600	8
Number of Employed Workers per Household	1.05	16
1986 Median Household Income	\$30,290	16

### Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	2,500	3
Housing Units	50	16

# BETHESDA/CHEVY CHASE

	JOBS		HOUSING	
1989 Base	47,448		29,131	
Gross Pipeline (9/28/89)	48,375		30,848	
FY 90 Gross Ceiling	58,497		32,999	
Net Remaining		10,122		2,151
FY 91 Gross Anticipated Ceiling	58,497		32,999	
Net Remaining		10,122		2,151
Gross High Ceiling Scenario	58,497		32,999	
Net Remaining		10,122		2,151



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	72,850	3
Jobs	47,448	3
Housing Units	29,131	3
Jobs/Housing Ratio	1.62	5
Land Area in Square Miles	20.45	4

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	78.3	7
Owning Homes	81.3	5
With Housing Cost/Income Ratio $\geq$ 30%	10.5	15
Owning 3 or More Cars	16.4	9

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$499,000	2	\$280,900	2
Single-Family Attached	\$431,900	1	\$186,900	3

	Average	Rank
Age of Housing Unit	34.58	2
Monthly Rent	\$930	2
Number of Employed Workers per Household	1.31	15
1986 Median Household Income	\$68,870	2

### 1987 Population Characteristics

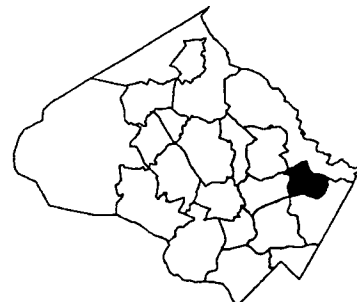
	Percent	Rank
Work in Montgomery County	42.9	15
Use Transit for Worktrip	15.2	5
Non-Auto Driver Work Trip	25.0	4

### Previous Five Year Annual Growth Trends

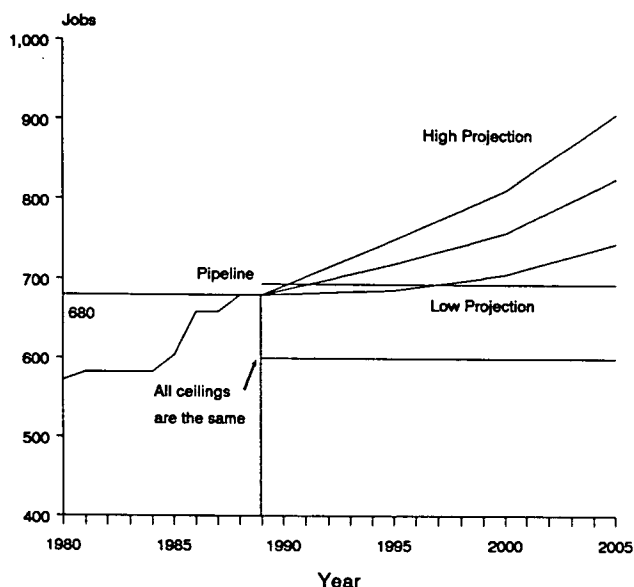
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	350	10
Housing Units	150	13

# CLOVERLY

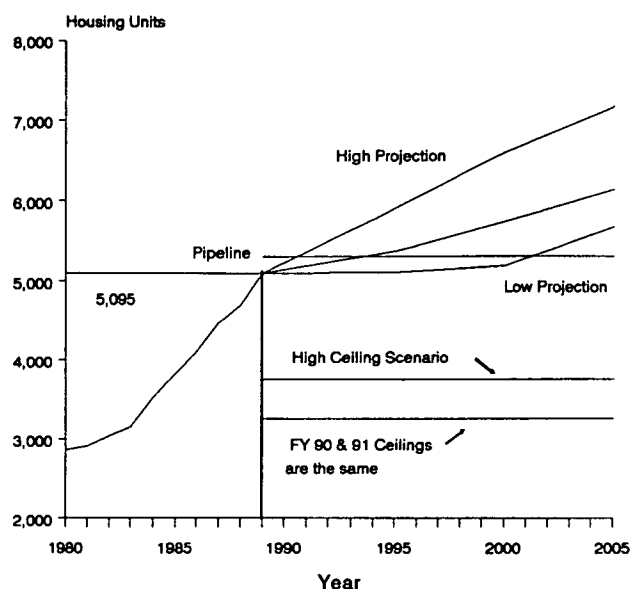
	JOB	HOUSING
1989 Base	680	5,095
Gross Pipeline (9/28/89)	693	5,303
FY 90 Gross Ceiling	600	3,250
Net Remaining	(93)	(2,053)
FY 91 Gross Anticipated Ceiling	600	3,250
Net Remaining	(93)	(2,053)
Gross High Ceiling Scenario	600	3,750
Net Remaining	(93)	(1,553)



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	16,710	13
Jobs	680	17
Housing Units	5,095	14
Jobs/Housing Ratio	.13	17
Land Area in Square Miles	9.96	11

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$283,890	4	\$177,500	6
Single-Family Attached	\$140,720	6	\$93,350	13

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	46.9	13
Use Transit for Worktrip	2.8	17
Non-Auto Driver Work Trip	5.4	17

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	100.0	1
Owning Homes	98.3	1
With Housing Cost/Income Ratio $\geq$ 30%	7.7	17
Owning 3 or More Cars	43.7	1
	Average	Rank
Age of Housing Unit	14.85	11
Monthly Rent	\$700	4
Number of Employed Workers per Household	1.89	1
1986 Median Household Income	\$61,050	3

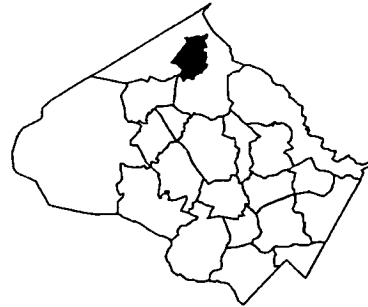
### Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	20	17
Housing Units	270	11

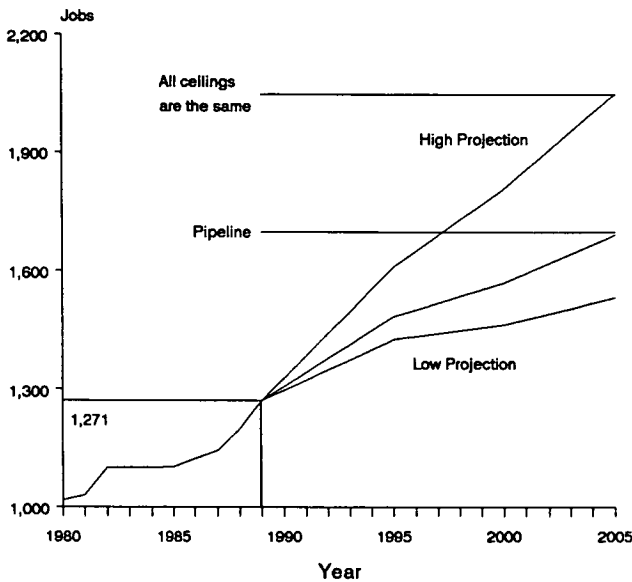


# DAMASCUS

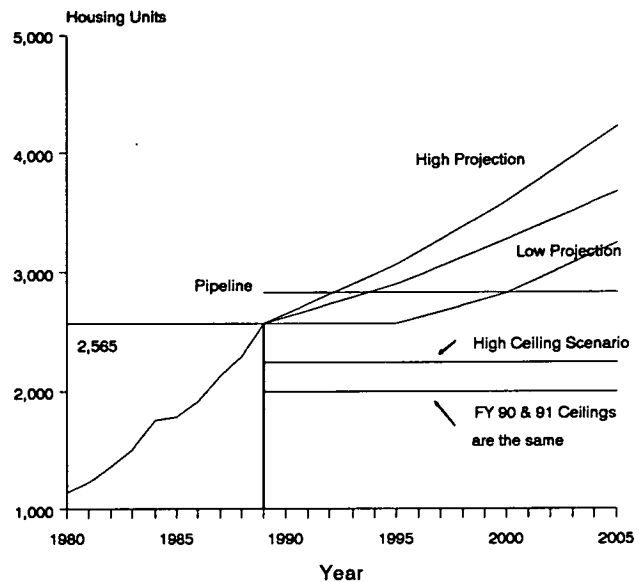
	JOBS		HOUSING	
1989 Base	1,271		2,565	
Gross Pipeline (9/28/89)	1,697		2,829	
FY 90 Gross Ceiling	2,047		1,996	
Net Remaining		350		(833)
FY 91 Gross Anticipated Ceiling	2,047		1,996	
Net Remaining		350		(833)
Gross High Ceiling Scenario	2,047		2,246	
Net Remaining		350		(583)



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	7,960	16
Jobs	1,271	16
Housing Units	2,565	17
Jobs/Housing Ratio	.49	14
Land Area in Square Miles	9.6	12

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$140,380	15	\$134,900	16
Single-Family Attached	\$77,260	16	N/A	N/A

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	81.9	2
Use Transit for Worktrip	3.8	16
Non-Auto Driver Work Trip	12.8	12

### 1987 Household Characteristics

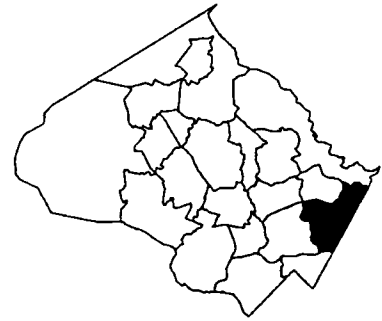
	Percent	Rank
Living in Single Family Houses	91.7	3
Owning Homes	87.2	4
With Housing Cost/Income Ratio $\geq$ 30%	9.4	16
Owning 3 or More Cars	23.8	5
	Average	Rank
Age of Housing Unit	13.04	13
Monthly Rent	\$370	17
Number of Employed Workers per Household	1.58	5
1986 Median Household Income	\$47,590	7

### Previous Five Year Annual Growth Trends

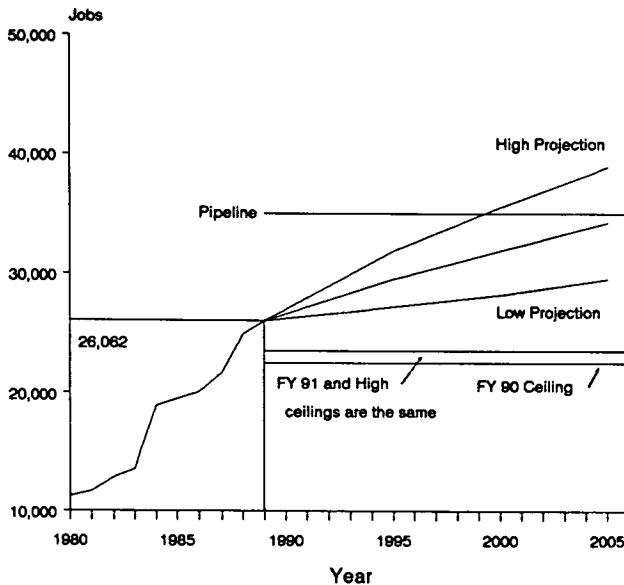
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	20	16
Housing Units	160	12

# FAIRLAND/WHITE OAK

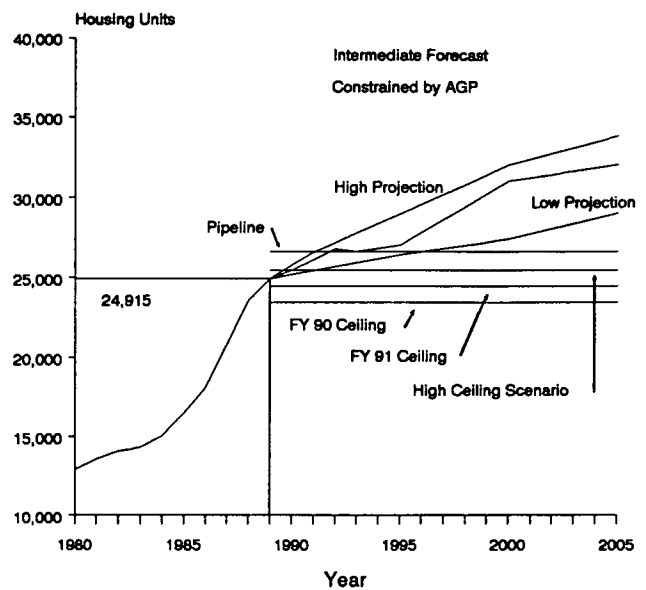
	JOB	HOUSING
1989 Base	26,062	24,915
Gross Pipeline (9/28/89)	35,007	26,840
FY 90 Gross Ceiling	22,561	23,446
Net Remaining	(12,446)	(3,394)
FY 91 Gross Anticipated Ceiling	23,561	24,446
Net Remaining	(11,446)	(2,394)
Gross High Ceiling Scenario	23,561	25,446
Net Remaining	(11,446)	(1,394)



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	65,780	4
Jobs	26,062	8
Housing Units	24,915	5
Jobs/Housing Ratio	1.05	8
Land Area in Square Miles	20.87	3

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$189,230	12	\$172,500	8
Single-Family Attached	\$122,780	11	\$112,900	7

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	45.8	14
Use Transit for Worktrip	9.0	9
Non-Auto Driver Work Trip	15.1	9

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	64.0	12
Owning Homes	62.0	14
With Housing Cost/Income Ratio $\geq$ 30%	15.4	7
Owning 3 or More Cars	19.9	7

	Average	Rank
Age of Housing Unit	15.36	10
Monthly Rent	\$600	9
Number of Employed Workers per Household	1.57	8
1986 Median Household Income	\$47,320	8

### Previous Five Year Annual Growth Trends

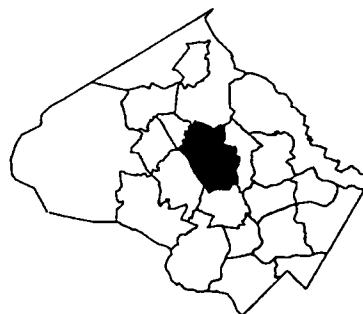
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,180	7
Housing Units	1,740	1

# GAITHERSBURG EAST

## JOBS

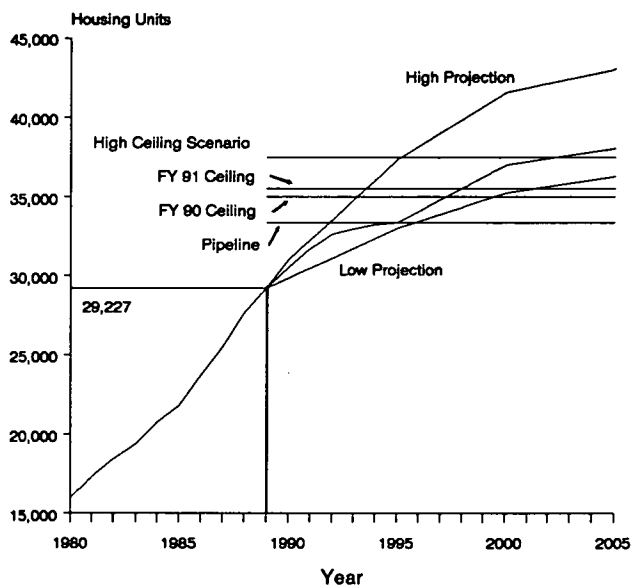
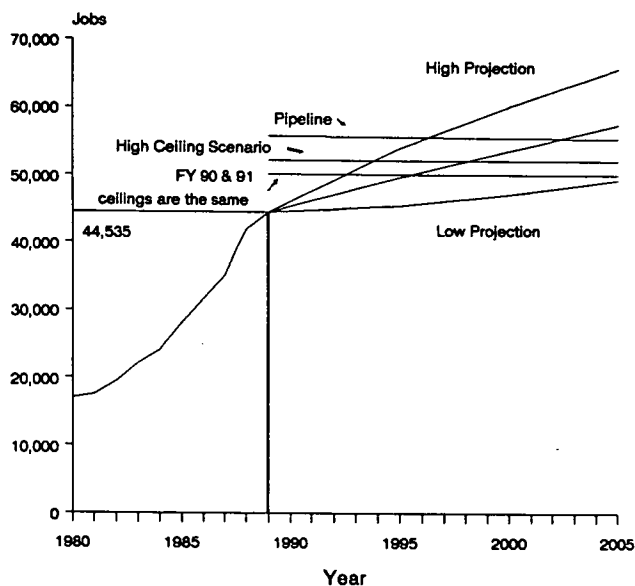
## HOUSING

1989 Base	44,535	29,227
Gross Pipeline (9/28/89)	55,729	33,400
FY 90 Gross Ceiling	50,159	34,997
Net Remaining	(5,570)	1,597
FY 91 Gross Anticipated Ceiling	50,159	35,497
Net Remaining	(5,570)	2,097
Gross High Ceiling Scenario	52,159	37,497
Net Remaining	(3,570)	4,097



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	79,550	2
Jobs	44,535	4
Housing Units	29,227	2
Jobs/Housing Ratio	1.52	6
Land Area in Square Miles	22.05	2

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$160,390	13	\$159,000	9
Single-Family Attached	\$120,180	12	\$95,500	12

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	75.4	3
Use Transit for Worktrip	11.3	7
Non-Auto Driver Work Trip	17.9	7

### 1987 Household Characteristics

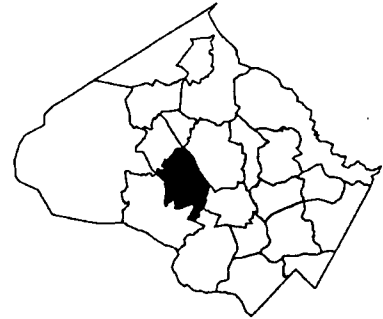
	Percent	Rank
Living in Single Family Houses	68.7	10
Owning Homes	65.8	13
With Housing Cost/Income Ratio $\geq$ 30%	16.5	6
Owning 3 or More Cars	15.9	12
	Average	Rank
Age of Housing Unit	11.07	14
Monthly Rent	\$560	15
Number of Employed Workers per Household	1.57	8
1986 Median Household Income	\$41,690	12

### Previous Five Year Annual Growth Trends

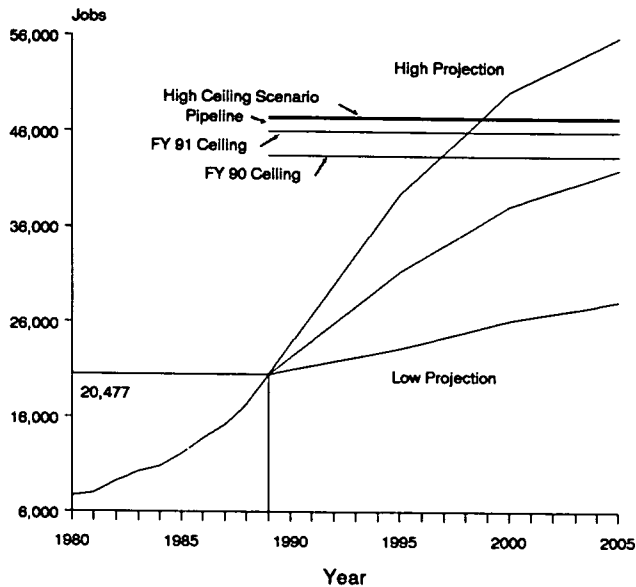
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	3,840	1
Housing Units	1,270	2

# GAITHERSBURG WEST

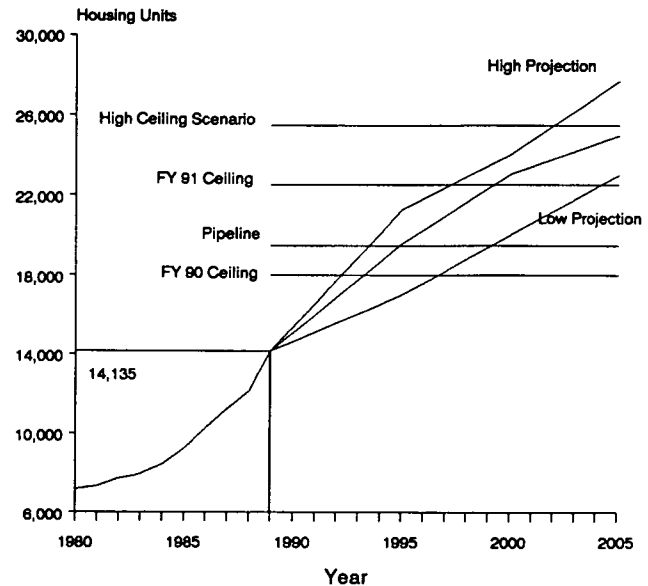
	JOB	HOUSING
1989 Base	20,477	14,135
Gross Pipeline (9/28/89)	47,354	19,877
FY 90 Gross Ceiling	43,497	17,999
Net Remaining	(3,857)	(1,878)
FY 91 Gross Anticipated Ceiling	45,997	22,499
Net Remaining	(1,357)	2,622
Gross High Ceiling Scenario	47,497	25,499
Net Remaining	143	5,622



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	40,880	9
Jobs	20,477	9
Housing Units	14,135	9
Jobs/Housing Ratio	1.45	7
Land Area in Square Miles	18.73	6

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$242,480	8	\$200,000	5
Single-Family Attached	\$125,250	9	\$106,500	11

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	73.1	5
Use Transit for Worktrip	7.5	12
Non-Auto Driver Work Trip	13.4	10

### 1987 Household Characteristics

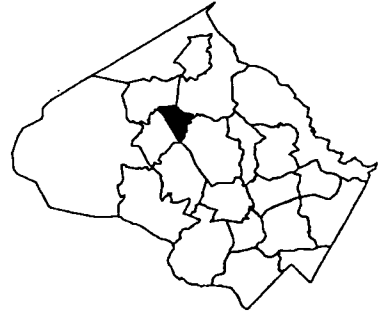
	Percent	Rank
Living in Single Family Houses	71.5	9
Owning Homes	69.1	10
With Housing Cost/Income Ratio $\geq$ 30%	17.0	5
Owning 3 or More Cars	16.4	9
	Average	Rank
Age of Housing Unit	9.27	15
Monthly Rent	660	5
Number of Employed Workers per Household	1.60	4
1986 Median Household Income	\$49,422	5

### Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,610	6
Housing Units	1,040	4

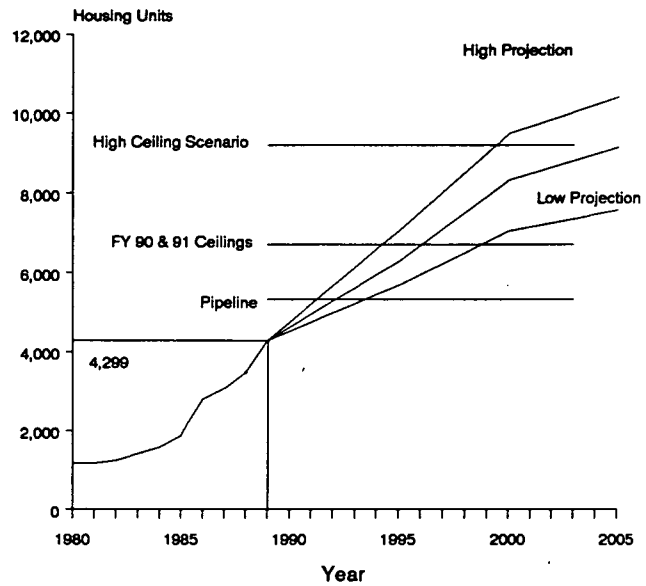
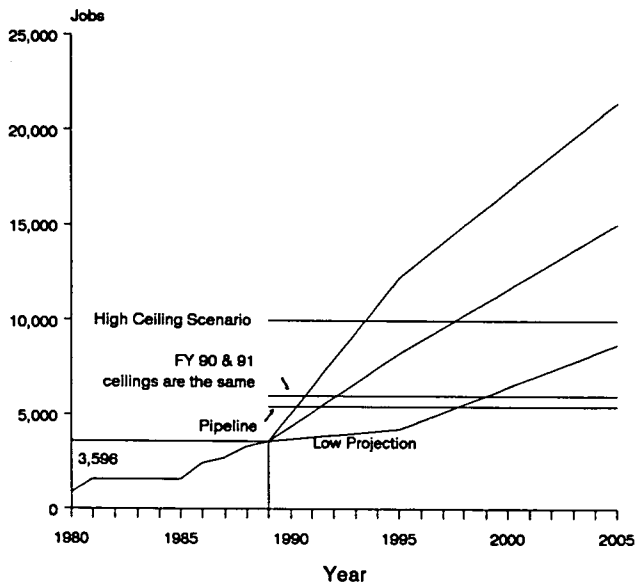
# GERMANTOWN EAST

	JOBS		HOUSING	
1989 Base	3,596		4,299	
Gross Pipeline (9/28/89)	5,437		5,418	
FY 90 Gross Ceiling	5,997		6,706	
Net Remaining		560		1,288
FY 91 Gross Anticipated Ceiling	5,997		6,706	
Net Remaining		560		1,288
Gross High Ceiling Scenario	9,997		9,206	
Net Remaining		4,560		3,788



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	11,540	14
Jobs	3,596	15
Housing Units	4,299	16
Jobs/Housing Ratio	.84	9
Land Area in Square Miles	5.96	15

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$159,190	14	\$138,450	13
Single-Family Attached	\$108,750	14	\$88,000	15

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	82.1	1
Use Transit for Worktrip	6.0	14
Non-Auto Driver Work Trip	11.4	14

### 1987 Household Characteristics

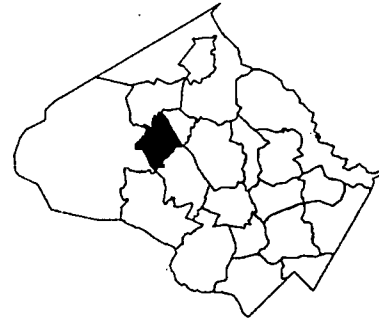
	Percent	Rank
Living in Single Family Houses	84.2	5
Owning Homes	74.6	7
With Housing Cost/Income Ratio $\geq$ 30%	17.8	4
Owning 3 or More Cars	14.5	13
	Average	Rank
Age of Housing Unit	6.91	16
Monthly Rent	\$590	12
Number of Employed Workers per Household	1.58	7
1986 Median Household Income	\$40,180	13

### Previous Five Year Annual Growth Trends

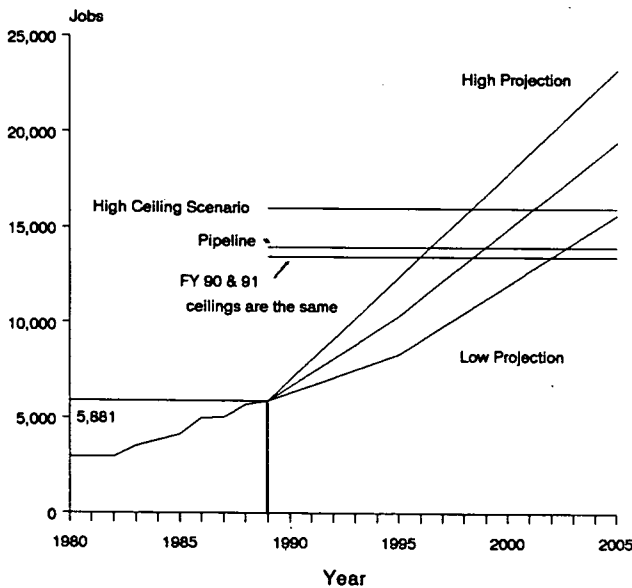
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	310	11
Housing Units	430	7

# GERMANTOWN WEST

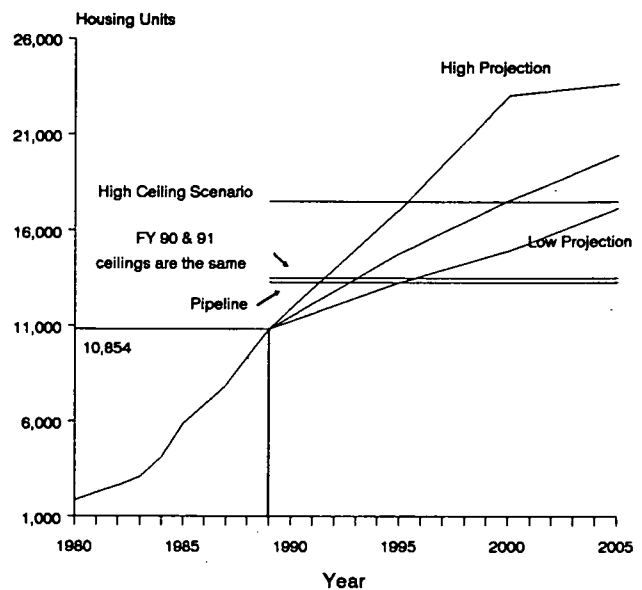
	JOBS	HOUSING
1989 Base	5,881	10,854
Gross Pipeline (9/28/89)	13,995	13,576
FY 90 Gross Ceiling	13,496	13,504
Net Remaining	(499)	(72)
FY 91 Gross Anticipated Ceiling	13,496	13,504
Net Remaining	(499)	(72)
Gross High Ceiling Scenario	15,996	17,504
Net Remaining	2,001	3,928



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	26,930	11
Jobs	5881	13
Housing Units	10,854	11
Jobs/Housing Ratio	.61	13
Land Area in Square Miles	11.24	10

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$199,310	11	\$138,000	14
Single-Family Attached	\$106,730	15	\$90,500	14

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	75.1	4
Use Transit for Worktrip	6.0	14
Non-Auto Driver Work Trip	11.3	15

### 1987 Household Characteristics

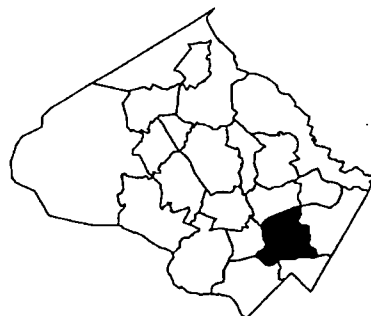
	Percent	Rank
Living in Single Family Houses	67.4	11
Owning Homes	68.0	11
With Housing Cost/Income Ratio $\geq$ 30%	14.6	9
Owning 3 or More Cars	10.2	14
	Average	Rank
Age of Housing Unit	6.08	17
Monthly Rent	\$560	14
Number of Employed Workers per Household	1.56	10
1986 Median Household Income	\$38,950	14

### Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	380	9
Housing Units	1,240	3

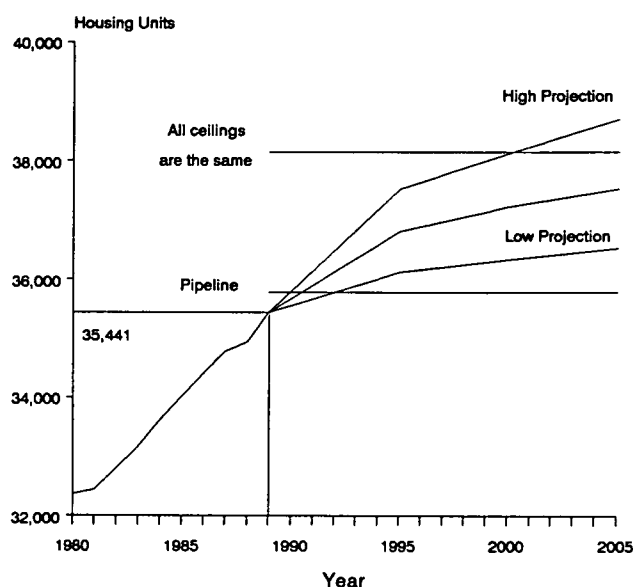
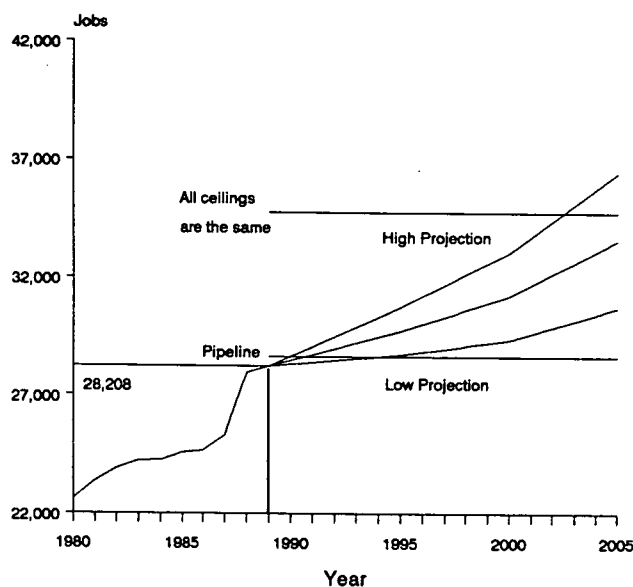
# KENSINGTON/WHEATON

	JOBS		HOUSING	
1989 Base	28,208		35,441	
Gross Pipeline (9/28/89)	28,641		35,795	
FY 90 Gross Ceiling	34,777		38,139	
Net Remaining		6,136		2,344
FY 91 Gross Anticipated Ceiling	34,777		38,139	
Net Remaining		6,136		2,344
Gross High Ceiling Scenario	34,777		38,139	
Net Remaining		6,136		2,344



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	88,980	1
Jobs	28,208	7
Housing Units	35,441	1
Jobs/Housing Ratio	.80	10
Land Area in Square Miles	19.75	5

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	82.6	6
Owning Homes	77.7	6
With Housing Cost/Income Ratio $\geq$ 30%	14.0	11
Owning 3 or More Cars	19.4	8

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$225,530	9	\$130,000	17
Single-Family Attached	N/A	N/A	\$110,000	8

### Age of Housing Unit

	Average	Rank
Age of Housing Unit	30.08	3
Monthly Rent	\$570	13
Number of Employed Workers per Household	1.38	12
1986 Median Household Income	\$42,080	11

### 1987 Population Characteristics

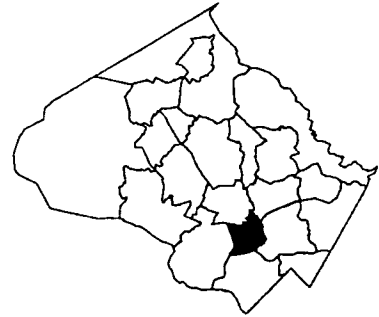
	Percent	Rank
Work in Montgomery County	56.2	10
Use Transit for Worktrip	10.3	8
Non-Auto Driver Work Trip	16.9	8

### Previous Five Year Annual Growth Trends

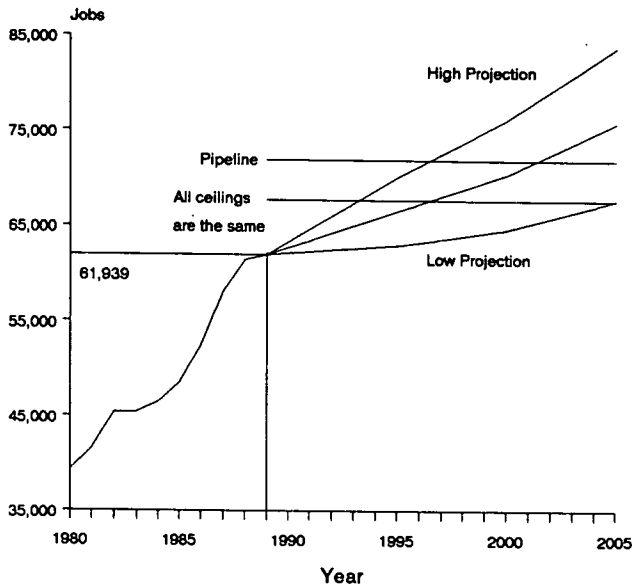
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	830	8
Housing Units	330	10

# NORTH BETHESDA

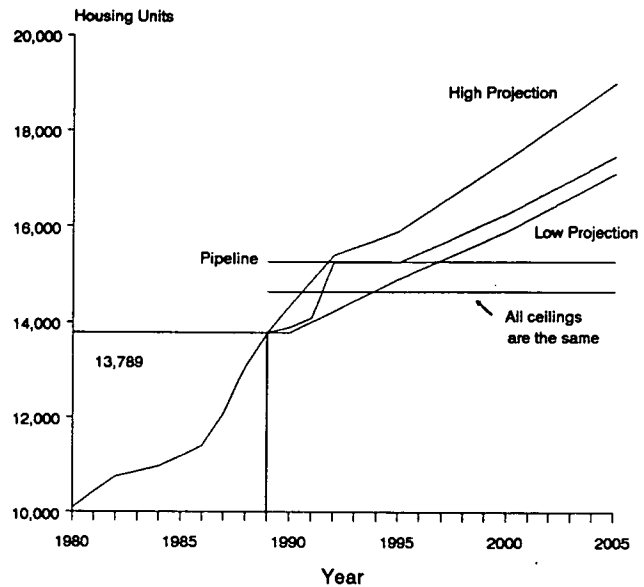
	JOB	HOUSING
1989 Base	61,939	13,789
Gross Pipeline (9/28/89)	71,865	15,265
FY 90 Gross Ceiling	67,677	14,638
Net Remaining	(4,188)	(627)
FY 91 Gross Anticipated Ceiling	67,677	14,638
Net Remaining	(4,188)	(627)
Gross High Ceiling Scenario	67,677	14,638
Net Remaining	(4,188)	(627)



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	31,710	10
Jobs	61,939	1
Housing Units	13,789	10
Jobs/Housing Ratio	4.49	3
Land Area in Square Miles	9.01	13

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	N/A	N/A	\$226,000	4
Single-Family Attached	\$297,950	4	\$235,360	1

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	57.4	9
Use Transit for Worktrip	16.2	4
Non-Auto Driver Work Trip	23.4	5

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	55.0	14
Owning Homes	66.4	12
With Housing Cost/Income Ratio $\geq$ 30%	13.2	12
Owning 3 or More Cars	16.0	11
	Average	Rank
Age of Housing Unit	23.00	7
Monthly Rent	\$750	3
Number of Employed Workers per Household	1.37	13
1986 Median Household Income	\$48,980	6

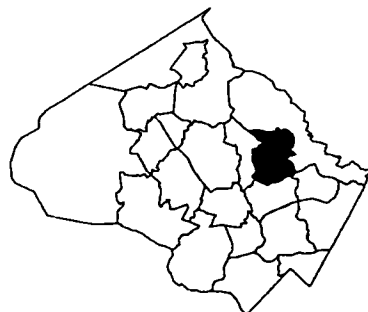
### Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	3,640	2
Housing Units	350	9

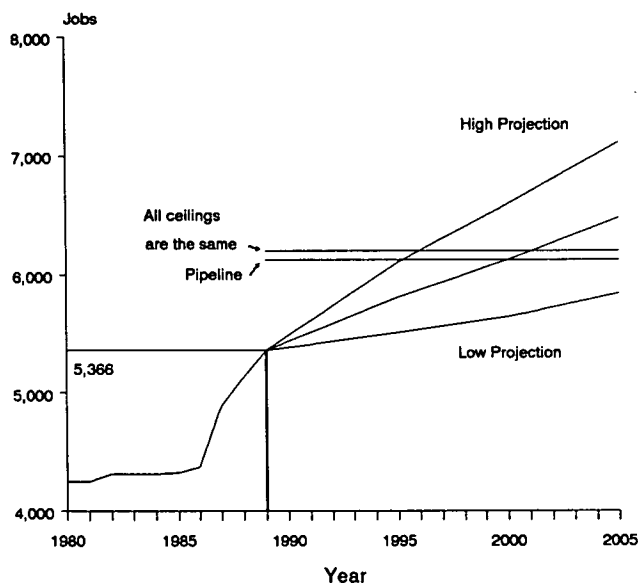


# OLNEY

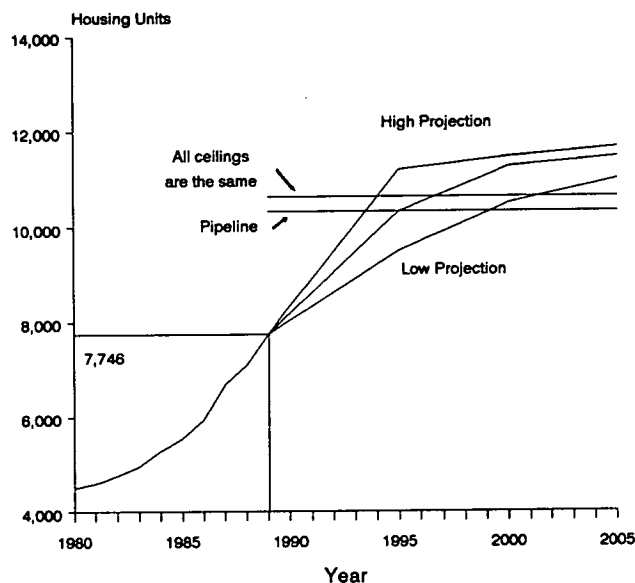
	JOBS		HOUSING	
1989 Base	5,366		7,746	
Gross Pipeline (9/28/89)	6,129		10,343	
FY 90 Gross Ceiling	6,200		10,649	
Net Remaining		71		306
FY 91 Gross Anticipated Ceiling	6,200		10,649	
Net Remaining		71		306
Gross High Ceiling Scenario	6,200		10,649	
Net Remaining		71		306



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	25,340	12
Jobs	5,366	14
Housing Units	7,746	12
Jobs/Housing Ratio	.69	12
Land Area in Square Miles	16.93	7

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$224,140	10	\$175,000	7
Single-Family Attached	\$123,700	10	N/A	N/A

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	64.8	8
Use Transit for Worktrip	7.0	13
Non-Auto Driver Work Trip	11.6	13

### 1987 Household Characteristics

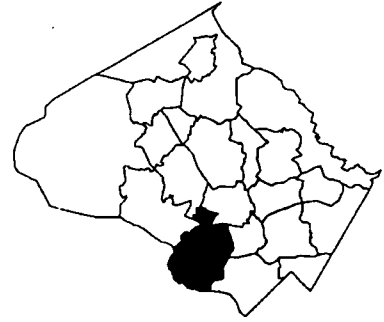
	Percent	Rank
Living in Single Family Houses	100.0	1
Owning Homes	96.0	2
With Housing Cost/Income Ratio $\geq$ 30%	12.9	13
Owning 3 or More Cars	32.2	3
	Average	Rank
Age of Housing Unit	13.44	12
Monthly Rent	651	6
Number of Employed Workers per Household	1.79	2
1986 Median Household Income	\$56,690	4

### Previous Five Year Annual Growth Trends

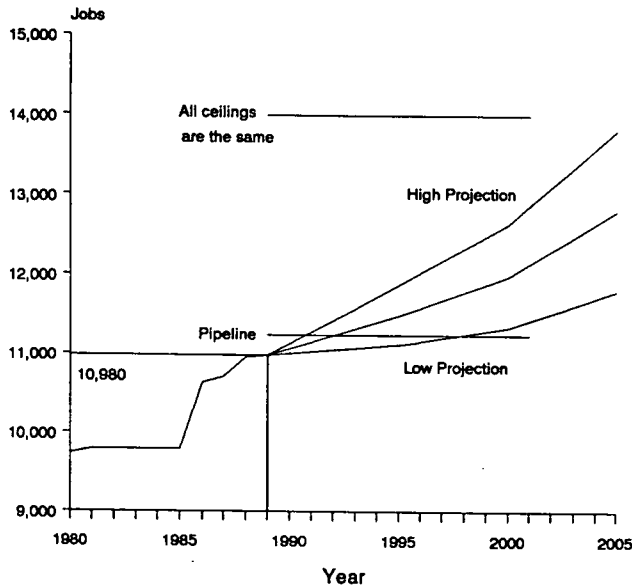
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	120	15
Housing Units	560	6

# POTOMAC

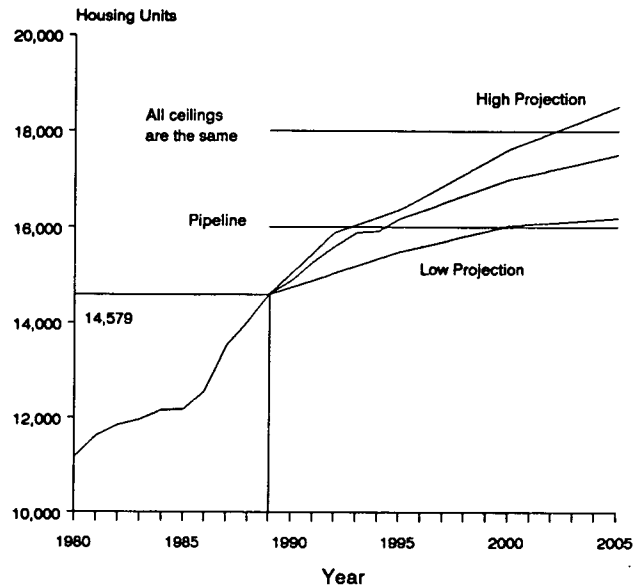
	JOBS		HOUSING	
1989 Base	10,980		14,579	
Gross Pipeline (9/28/89)	11,231		16,002	
FY 90 Gross Ceiling	13,999		18,003	
Net Remaining		2,768		2,001
FY 91 Gross Anticipated Ceiling	13,999		18,003	
Net Remaining		2,768		2,001
Gross High Ceiling Scenario	13,999		18,003	
Net Remaining		2,768		2,001



Jobs



Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	46,000	7
Jobs	10,980	11
Housing Units	14,579	8
Jobs/Housing Ratio	.75	11
Land Area in Square Miles	30.11	1

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$634,380	1	\$370,000	1
Single-Family Attached	\$387,900	3	\$200,000	2

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	54.2	11
Use Transit for Worktrip	7.8	11
Non-Auto Driver Work Trip	11.1	16

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	90.4	4
Owning Homes	93.2	3
With Housing Cost/Income Ratio $\geq$ 30%	11.7	14
Owning 3 or More Cars	38.6	2
	Average	Rank
Age of Housing Unit	15.89	9
Monthly Rent	\$1,400	1
Number of Employed Workers per Household	1.75	3
1986 Median Household Income	\$82,480	1

### Previous Five Year Annual Growth Trends

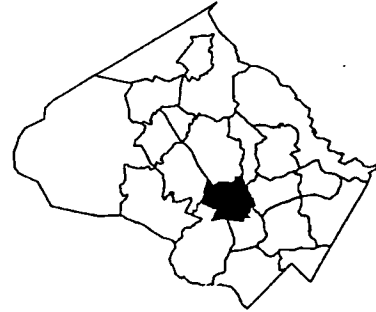
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	290	12
Housing Units	420	8

# ROCKVILLE

## JOBS

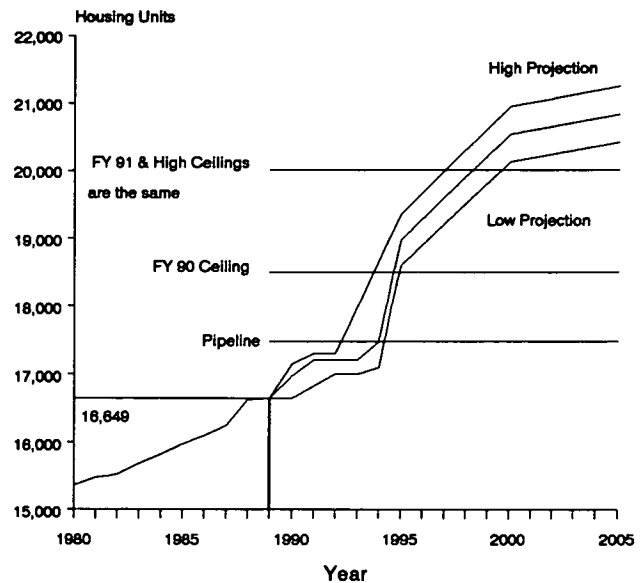
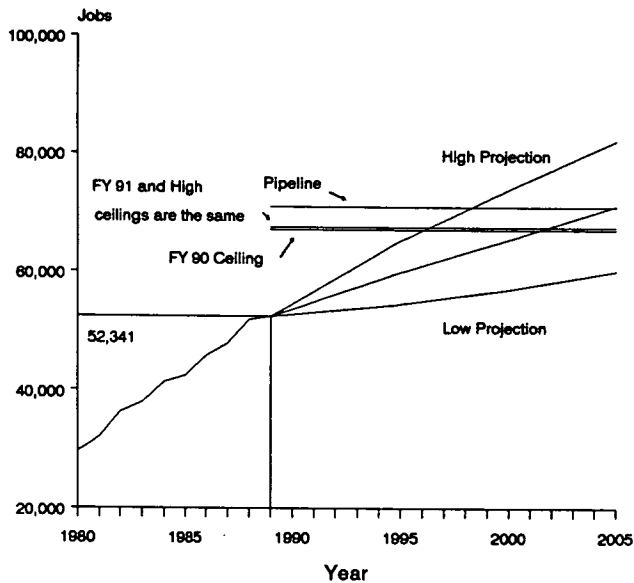
## HOUSING

1989 Base	52,341	16,649
Gross Pipeline (9/28/89)	70,954	17,480
FY 90 Gross Ceiling	67,004	18,499
Net Remaining	(3,950)	1,019
FY 91 Gross Anticipated Ceiling	67,504	19,999
Net Remaining	(3,450)	2,519
Gross High Ceiling Scenario	67,504	19,999
Net Remaining	(3,450)	2,519



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	45,200	8
Jobs	52,341	2
Housing Units	16,649	7
Jobs/Housing Ratio	3.14	4
Land Area in Square Miles	13.84	8

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	N/A	N/A	\$135,000	15
Single-Family Attached	\$178,120	5	\$139,000	5

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	66.9	6
Use Transit for Worktrip	11.4	6
Non-Auto Driver Work Trip	18.8	6

### 1987 Household Characteristics

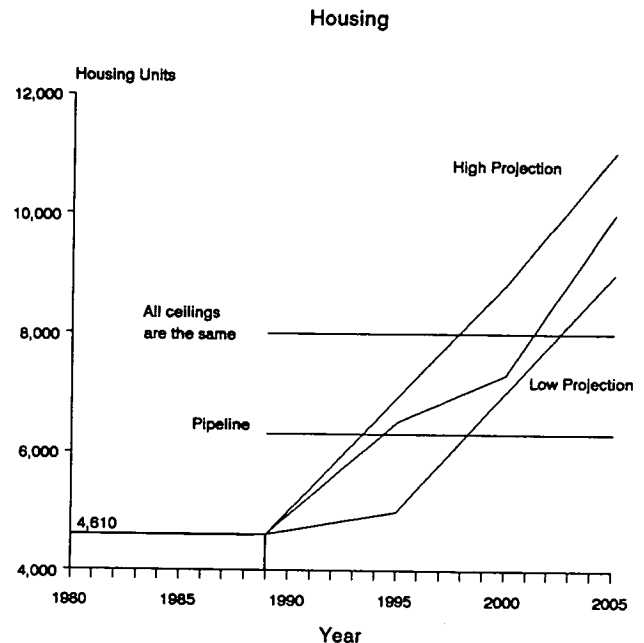
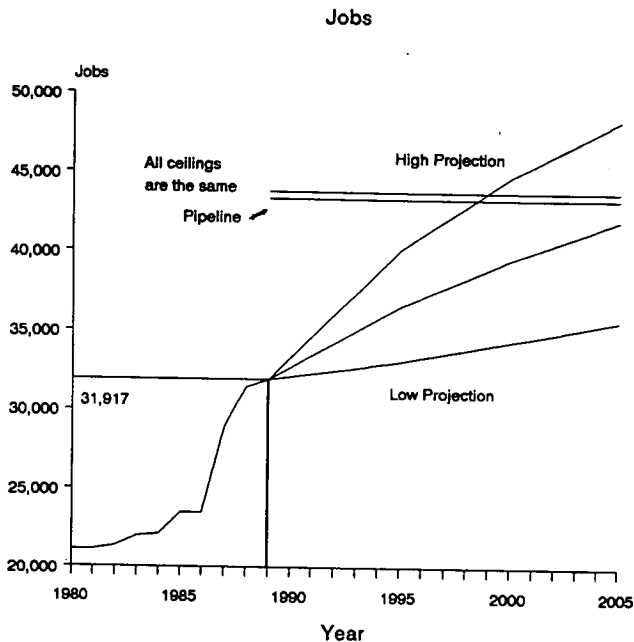
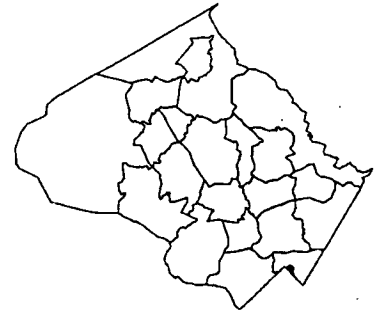
	Percent	Rank
Living in Single Family Houses	75.7	8
Owning Homes	70.3	8
With Housing Cost/Income Ratio $\geq$ 30%	14.3	10
Owning 3 or More Cars	22.8	6
	Average	Rank
Age of Housing Unit	24.65	6
Monthly Rent	\$600	11
Number of Employed Workers per Household	1.50	11
1986 Median Household Income	\$44,080	9

### Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,850	5
Housing Units	120	14

# SILVER SPRING CBD

	JOBS		HOUSING	
1989 Base	31,917		4,610	
Gross Pipeline (9/28/89)	43,326		6,308	
FY 90 Gross Ceiling	43,766		7,992	
Net Remaining		440		1,684
FY 91 Gross Anticipated Ceiling	43,766		7,992	
Net Remaining		440		1,684
Gross High Ceiling Scenario	43,766		7,992	
Net Remaining		440		1,684



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	6,870	17
Jobs	31,917	6
Housing Units	4,610	15
Jobs/Housing Ratio	6.92	1
Land Area in Square Miles	.57	17

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$275,000	5	\$150,000	11
Single-Family Attached	\$125,390	7	\$109,990	9

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	36.8	17
Use Transit for Worktrip	37.9	1
Non-Auto Driver Work Trip	55.5	1

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	.2	17
Owning Homes	.8	17
With Housing Cost/Income Ratio $\geq$ 30%	34.0	1
Owning 3 or More Cars	2.3	16
	Average	Rank
Age of Housing Unit	28.62	5
Monthly Rent	630	7
Number of Employed Workers per Household	.86	17
1986 Median Household Income	\$27,840	17

### Previous Five Year Annual Growth Trends

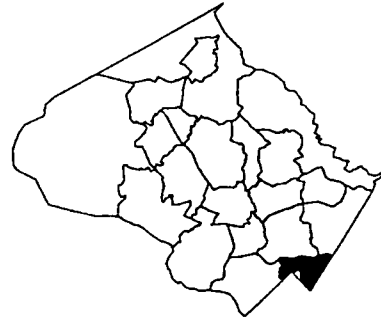
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,910	4
Housing Units	0	17

# SILVER SPRING/TAKOMA PARK

## JOBS

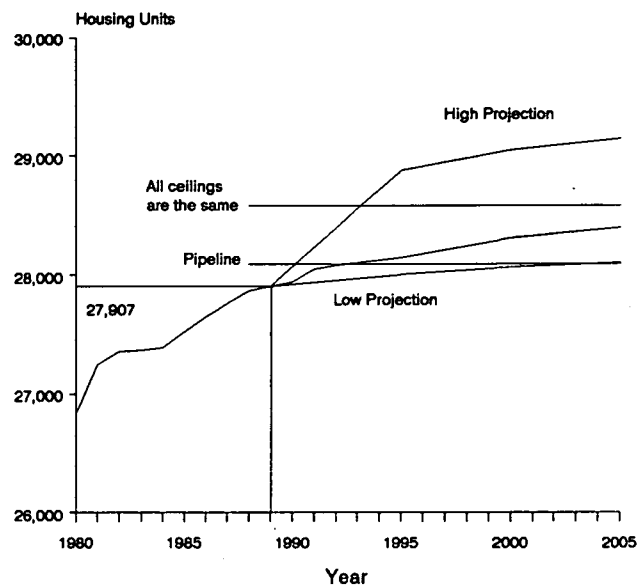
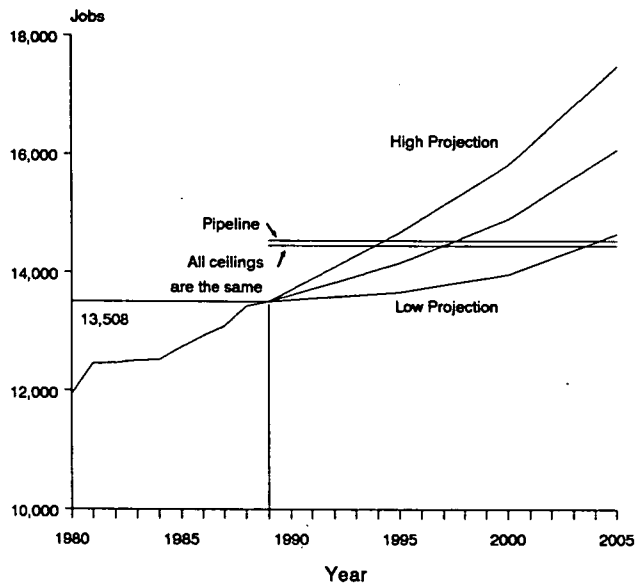
## HOUSING

1989 Base	13,508		27,907
Gross Pipeline (9/28/89)	14,539		28,091
FY 90 Gross Ceiling	14,444		28,585
Net Remaining		(95)	494
FY 91 Gross Anticipated Ceiling	14,444		28,585
Net Remaining		(95)	494
Gross High Ceiling Scenario	14,444		28,585
Net Remaining		(95)	494



Jobs

Housing



## Statistical Profile

### 1989 Estimates

	Number	Rank
Population	64,510	5
Jobs	13,508	10
Housing Units	27,907	4
Jobs/Housing Ratio	.48	15
Land Area in Square Miles	8.53	14

### 1988 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$275,000	5	\$150,000	11
Single-Family Attached	\$125,390	7	\$109,990	9

### 1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	41.3	16
Use Transit for Worktrip	27.5	3
Non-Auto Driver Work Trip	35.5	3

### 1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	46.7	15
Owning Homes	47.7	15
With Housing Cost/Income Ratio $\geq$ 30%	22.5	3
Owning 3 or More Cars	10.2	14
	Average	Rank
Age of Housing Unit	38.18	1
Monthly Rent	520	16
Number of Employed Workers per Household	1.37	13
1986 Median Household Income	\$33,170	15

### Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	150	13
Housing Units	100	15

**Appendix 3:**

**Annual  
Growth  
Policy  
Legislation**

**(Chapter 33A, Planning  
Procedures, Montgomery  
County Code),  
Enacted April 15, 1986)**

## PLANNING PROCEDURES

### ARTICLE II. GROWTH POLICIES.\*

#### Sec. 33–15. Annual growth policy.

##### (a) *Purpose.*

(1) The purpose of this article is to establish a process by which the county council can give policy guidance to the various agencies of government and to the general public on matters concerning:

- a. Land use development;
- b. Growth management; and
- c. Related environmental, economic, and social issues.

(2) The process will be established through the adoption by the county council of an annual growth policy, which is intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the county.

##### (b) *Simplified description.*

(1) The county council must adopt a growth policy:

- a. No later than June 30 of each year; and
- b. After:

(i) Receipt of a draft annual growth policy prepared by the Montgomery County Planning Board;

(ii) Receipt of specific recommendations prepared by the county executive, and comments by other public agencies concerning the draft annual growth policy; and

(iii) A public hearing on both the draft annual growth policy and the recommendations of the executive, and on the comments of other agencies.

(2) The annual growth policy is effective for a fiscal year, beginning July 1 [and running] through June 30.

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\* Editor's note—1986 L.M.C., ch. 53, § 1, added div. 2, § 33A-13, which the editor has redesignated art II to conform to the style of this Code. The renumbering of §§ 33A-8—33A-12 as §§ 33A-10—33A-14 necessitated the renumbering of the sections of this article from §§ 33A-13, 33A-14 to §§ 33A-15, 33A-16.

*(c) Duties of the planning board.*

- (1) The Montgomery County Planning Board must:
  - a. Each year, produce a draft annual growth policy;
  - b. By December 1 of each year:
    - (i) Send copies of the draft to the county executive, the other agencies, and the county council; and
    - (ii) Make copies available to the general public;
  - c. By October 15, make available a staff draft to the staff of the executive and other agencies for their use in preparing recommended capital improvements programs for the next fiscal year.
- (2) The draft annual growth policy must include:
  - a. A status report on the general land use conditions in the county, including:
    - (i) The remaining growth capacity of zoned land;
    - (ii) The pipeline of approved development permits, including preliminary subdivision plans, sewer authorizations, record plats, and building permits;
    - (iii) The recent trends in real estate transactions;
    - (iv) The level of service conditions of major public facilities and environmentally sensitive areas; and
    - (v) Other relevant monitoring measures;
  - b. A forecast of the most probable trends in population, households, and employment for the next ten (10) years, including a section that focuses on the key factors that may affect the trends for the immediate next two (2) years;
  - c. A set of recommended growth capacity ceilings for each policy area within the county, for both residential and employment land uses, which are based on:
    - (i) Alternative possible scenarios of potential public facility growth; and
    - (ii) Recommended level of service indices for major public facilities;
  - d. A set of policy guidelines for the planning board, and other agencies as appropriate, with respect to their administration of the ordinances and regulations that affect growth and development; and
  - e. Any other information or recommendations as may be relevant to the general subject of growth policy, or as may be requested by the county council:
    - (i) In the course of adopting the annual growth policy for the year; or



(ii) By a subsequent resolution.

(d) *Duties of the county executive.*

(1) By January 1 of each year, the county executive must send to the county council:

a. Recommended growth capacity ceilings for each planning policy area, for both residential and employment land uses, that are consistent with the recommended capital improvements program; and

b. Any other revisions in the draft of the planning board in the form of specific additions or deletions.

(2) At the same time, the county executive must make available to the planning board, the other agencies, and the general public copies of these recommendations.

(3) During the year, the county executive must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by executive branch departments.

(4) The county executive must use the information in the draft annual growth policy of the planning board as a reference document in preparing the recommended capital improvements program of the executive for the next fiscal year, particularly with respect to the linkage between future capital construction schedules and policy area capacity ceilings.

(e) *Duties of the Montgomery County Board of Education.*

(1) By January 1 of each year, the Montgomery County Board of Education must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the board of education must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the board of education must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the board of education.

(f) *Duties of the Washington Suburban Sanitary Commission.*

(1) By January 1 of each year, the Washington Suburban Sanitary Commission must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the Washington Suburban Sanitary Commission must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the Washington Suburban Sanitary Commission must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the Washington Suburban Sanitary Commission.

*(g) Duties of the county council.*

(1) After receipt of the draft annual growth policy, the recommendations of the county executive, and the other agency comments, the county council must hold a public hearing on the draft, recommendations and comments.

(2) No later than June 30 of each year, the county council must adopt an annual growth policy to be effective throughout the next fiscal year. If the county council does not adopt a new annual growth policy, the annual growth policy adopted the previous year remains in effect.

(3) When adopting the annual growth policy, the county council must approve, or approve with amendments, the recommendations of the county executive.

(4) The county council may adopt a subsequent resolution, after public hearing, to amend the annual growth policy. (1986 L.M.C., ch. 53, § 1.)

**Sec. 33A-16. Interim growth policy.**

(a) *Purpose.* The purpose of this section is to establish a process by which the county council can provide policy guidance on growth management and related issues, during the emergency period between the adoption of this section and the adoption of the council's first annual growth policy, scheduled for not later than June 30, 1987.

(b) *Duties of the planning board.* The Montgomery County Planning Board must submit to the county council and the county executive a draft interim growth policy, which includes:

- (1) An assessment of recent and near-term projected development activity;
- (2) An assessment of current and near-term projected level of service conditions for transportation facilities in each of the major policy areas within the county;
- (3) An assessment of which policy areas would benefit most from the intensive application of one (1) or more of the following traffic alleviation measures:
  - a. Expanding and improving county "share-a-ride" programs;
  - b. Promoting ridesharing with county-financed advertising;
  - c. Initiating county financial incentives for employer – provided vanpools;

- d. Negotiating with large county employers, in collaboration with county business organizations, to arrange parking privileges or charges so as to favor use of group riding, vanpooling, or public transportation;
  - e. Negotiating with large county public and private employers in appropriate areas regarding staggered hours, flextime, and other measures to reduce peak traffic load in the area;
  - f. Encouraging through persuasion and incentives large county employers to provide employee shuttle service;
  - g. Experimenting with provision of public transportation by the private sector;
  - h. Initiating or strengthening of public transportation incentives;
  - i. Developing steps to more fully utilize commuter rail facilities;
  - j. Increasing and rationalizing fees in parking lots, garages, and on-street meters;
  - k. Experimenting with discounted parking fees for metro park-and-riders where metro parking is substantially underutilized;
  - l. Increasing the use of automation on traffic signal segments;
  - m. Establishing an improved system for expediting clearance of traffic accident scenes, stalled vehicles, and other obstruction to traffic flow;
  - n. Initiating helicopter evacuation and traffic control service by the Montgomery County Department of Police; and
  - o. Any other measure calculated to reduce traffic congestion;
- (4) An assessment of the approximate effect, on level of service conditions, which could be expected within two (2) years, if those alleviations were begun as soon as possible;
- (5) An assessment of the approximate cost range of each of these alleviation measures, for the fiscal year 1986-87, if they were applied as soon as possible to the recommended policy areas;
- (6) A recommendation of which of these alleviation measures should be implemented during fiscal year 1986-87;
- (7) Any other information which the planning board determines will assist the county council in adopting an effective interim growth policy.
- (c) *Duties of the county executive.* The county executive must submit to the county council, with copies made available to the planning board, other agencies and the general public, any recommended revisions in the draft of the planning board, in the form of specific additions or deletions.

(d) *Duties of the county council.*

(1) The county council must:

a. Hold a public hearing on the draft interim growth policy and the executive's revisions;

b. Adopt an interim growth policy, to be effective until the first annual growth policy is adopted, which specifies a specific set of alleviation measures to be implemented during fiscal year 1986–87; and

c. When adopting this interim growth policy, approve, or approve with amendments, the recommendations of the county executive;

(2) The county council may adopt a subsequent resolution, after public hearing, to amend this interim growth policy.

(e) *Dates.* The dates by which the planning board, county executive, and county council must perform their duties under this section will be set by resolution. (1986 L.M.C., ch. 55 § 2.)

**Appendix 4:**

**Adequate  
Public  
Facilities  
Ordinance**

**(Chapter 50-35(k),  
Subdivision of Land  
Montgomery County Code),  
Adopted April 22, 1986)**

(k) **Adequate Public Facilities.** A preliminary plan of subdivision must not be approved unless the Planning Board determines that public facilities will be adequate to support and service the area of the proposed subdivision. The applicant shall, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities by possible uses of said subdivision. Public facilities and services to be examined for adequacy will include roads and public transportation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.

(1) Periodically the District Council will establish by resolution, after public hearing, guidelines for the determination of the adequacy of public facilities and services. An Annual Growth Policy approved by the County Council may serve this purpose if it contains those guidelines. To provide the basis for the guidelines, the Planning Board and the County Executive must provide information and recommendations to the Council as follows:

a. The Planning Board must prepare an analysis of current growth and the amount of additional growth that can be accommodated by future public facilities and services. The Planning Board must also recommend any changes in preliminary plan approval criteria it finds appropriate in the light of its experience in administering these regulations.

b. The County Executive must comment on the analyses and recommendations of the Planning Board and must recommend criteria for the determination of the adequacy of public facilities as the Executive deems appropriate.

(2) The applicant for a preliminary plan of subdivision must, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities and services by possible uses of said subdivision.

(3) The Planning Board must submit the preliminary plan of subdivision to the County Executive in addition to the agencies specified in Section 50-35(a).

(4) The Planning Board must consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities and services in accordance with the guidelines and limitations established by the County Council in its Annual Growth Policy or established by resolution of the District Council after public hearing.

(5) Until such time as the Annual Growth Policy or resolution of the District Council provides guidelines and limitations for the determination of the adequacy of public facilities and services, public facilities may be determined to be adequate to service a tract of land or an affected area when the following conditions are found to exist:

a. The tract or area will be adequately served by roads and public transportation facilities. Said area or tract to be subdivided shall be deemed adequately served by roads and public transportation facilities if, after taking into account traffic

generated by all approved subdivisions and the subject subdivision, the following conditions will be satisfied:

1. For the geographic area in which the proposed subdivision is located, an acceptable average peak-hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads programmed in the current adopted Capital Improvements Program of the County or the Maryland Consolidated Transportation Program, for which 100 percent of the expenditures for construction are estimated to occur in the first four years of the program; and
- iii. Available or programmed public bus, rail, or other public or private form of mass transportation.

2. For intersections or links significantly affected by traffic from the subject subdivision, an acceptable peak hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads identified on the Approved Road Program published by the County Executive; and
- iii. Available or programmed public bus, rail, or other form of mass transportation.

3. For the purposes of subsection 2. above, the County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- i. in the case of the Capital Improvements Program, 100 percent of the funds have been appropriated for construction costs; and
- ii. the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program.

4. For the purposes of subsection 1. and 3. above, roads required under Section 302 of the Charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of this Code. (#86-4, Ord. #10-71.)

5. Any parcel zoned for light industrial use (I-1) which has been in reservation for public use pursuant to action of the Montgomery County Planning Board at any time since June 1, 1981, and which has not changed in size or shape since

June 1, 1958, will not be subject to the above subsection (a) if a preliminary plan was submitted prior to June 1, 1981. (#85-4, Ord. #10-60.)

b. The tract or area has adequate sewerage and water service.

1. For a subdivision dependent upon public sewerage and water systems:

i. Said area or tract to be subdivided shall be deemed to have adequate sewerage and water service if located within an area in which water and sewer service is presently available, under construction, or designated by the County Council for extension of water and sewer service within the first two years of a current approved Ten-Year Water and Sewerage Plan.

ii. If said area or tract to be subdivided is not situated within an area designated for service within the first two years of a current approved Ten-Year Water and Sewerage Plan, but is within the last eight years of such plan, it shall be deemed to have adequate water and sewerage service if the applicant provides community sewerage and/or water systems as set forth in Section 387C of Article 43 of the Annotated Code of Maryland provided the installation of such facilities shall have been approved by the State Department of Health and Mental Hygiene, the Washington Suburban Sanitary Commission, the County Department of Environmental Protection, and the Montgomery County Council.

2. For a subdivision dependent upon the use of septic systems: Said area or tract to be subdivided shall be deemed to have adequate sewerage service if development with the use of septic systems is in accordance with Section 50-27, or regulations published by the Maryland State Department of Health and Mental Hygiene pursuant to Article 43, Annotated Code of Maryland, whichever imposes the greater or more stringent requirement.

3. In its determination of the adequacy of sewerage or water service, the Planning Board shall consider the recommendation of the Washington Suburban Sanitary Commission, the capacity of trunk lines and sewerage treatment facilities and any other information presented.

c. The tract or area is so situated as not to involve danger or injury to health, safety or general welfare. Such danger or injury may be deemed not to exist:

1. When physical facilities, such as police stations, firehouses and health clinics, in the service area for the preliminary subdivision plan are currently adequate or are scheduled in an adopted Capital Improvements Program in accordance with the applicable area master plan or General Plan to provide adequate and timely service to the subdivision; and



2. If adequate public utility services will be available to serve the proposed subdivision; and

3. When, in the case of schools, the capacity and service areas are found to be adequate according to a methodology set forth in a resolution adopted by the District Council after public hearing; provided, however, that until such resolution by the District Council takes effect, the Planning Board shall determine the adequacy of school facilities after considering the recommendations of the Superintendent of Schools. (85-4, Ord. #10-60.)

d. Existing or proposed street access within the tract or area is adequate. Street access may be deemed adequate if the streets:

1. Are adequate to serve or accommodate emergency vehicles,
2. Will permit the installation of public utilities and other public services,
3. Are not detrimental and would not result in the inability to develop adjacent lands in conformity with sound planning practices, and
4. Will not cause existing street patterns to be fragmented.

(6) For a proposed subdivision located in a transportation management district designated under Chapter 42A, Article II, if the Planning Board determines, under criteria and standards adopted by the County Council, that additional transportation facilities or traffic alleviation measures are necessary to ensure that public transportation facilities will be adequate to serve the proposed subdivision, the subdivision plan may not be approved unless approval is subject to the execution of a traffic mitigation agreement. (#87-1, Ord. #11-18.)

(7) Exemptions. Places of worship and residences for staff, parish halls, and additions to schools associated with places of worship, are not subject to the provisions of section 50-35(k), adequate public facilities. (#85-4, Ord. #10-60; #86-4, Ord. #10-71.)

(l) Relation to Master Plan. In determining the acceptability of the preliminary plan submitted under the provisions of this chapter, the Planning Board must consider the applicable master plan. A preliminary plan must substantially conform to the applicable master plan, including maps and text, unless the Planning Board finds that events have occurred to render the relevant master plan recommendation no longer appropriate. (#87-1, Ord. #11-28.)

Appendix 5:

# Definitions And Key Variables

## **DEFINITIONS AND ASSIGNED VALUES FOR KEY VARIABLE ASSUMPTIONS**

Determining the impact of future development requires a number of assumptions to be made. The assumptions made about certain key variables constitute important points of leverage within the various statistical and computerized modeling processes. Alternative assumptions for these variables would result in a different overall assessment of the impacts of future development. While the assumptions used herein are by all evidence both reasonable and appropriate, there is some room for variation. All of the numbers used have ranges of fluctuation around them which are experienced in the real world. Any point within the range of real experience can be taken depending upon the risk one is willing to accept that the simulation model will no longer reflect reality as well.

The following is a simple expression of those key definitions and assumptions: what is being used; how the assumption is used in the modeling process; and the impacts of changing those assumptions in terms of the modeling process.

**ADEQUATE PUBLIC FACILITY ORDINANCE (APFO):** Chapter 50, Section 35(k) of the Subdivision Ordinance requires the Planning Board to make a finding that existing or programmed public facilities are adequate before they can approve a preliminary plan of subdivision.

**APPROVED ROAD PROGRAM (ARP):** The County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted CIP and the Maryland CTP for which: (A) in the case of the CIP, 100 percent of the estimated expenditures for construction costs have been appropriated; and (B) the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program. Roads required under Section 302 of the charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of the Code. The ARP constitutes the list of roads which can be used when conducting a Local Area Transportation Review.

**AVERAGE DAILY TRAFFIC (ADT):** The number of vehicles traveling on a segment of roadway during the 24 hours of an average weekday.

**CAPITAL IMPROVEMENT PROGRAM (CIP):** A document recommended each year by the Montgomery County Executive and adopted by the County Council which contains a six-year program for capital expenditures to expand and renovate Montgomery County's public facilities.

**CEILING:** See Staging Ceiling.

**CONSOLIDATED TRANSPORTATION PROGRAM (CTP):** The transportation capital improvements program annually adopted and administered by the State of Maryland. For the purposes of conducting the Annual Growth Policy analysis, the CTP will be considered as being adopted on the last day each year of the session of the Legisla-

ture, usually during the second week in April. In the event there is the possibility of a veto of the Legislature's actions by the Governor, then the appropriate date of adoption should be the last day that the Governor has to exercise his veto. In the event that the Legislature adds or deletes projects during the legislative session from the annual CTP document published by the MddOT, usually in January, then official correspondence from the MddOT acknowledging the intended changes to the CTP constitutes the official amendment. However, in order to use such changes in the Policy Area Review for the Staging Ceilings the correspondence needs to indicate that an added project would have 100 percent of its construction expenditures scheduled by the fourth fiscal year of that CTP. If appropriate, that correspondence can also be the basis of amending the Approved Roads Program.

**DEVELOPMENT PIPELINE:** This is the amount of future residential and non-residential development which will be subtracted from the adopted staging ceilings. It shall consist of: (1) all building completions since January 1, 1988; (2) the unbuilt portion of all preliminary plans that have been approved by the Planning Board, sewer connections from WSSC, public buildings at the issuance of building permit, and preliminary plans approved by the cities of Rockville And Gaithersburg. It is expressed in the same units of measure as the staging ceilings, jobs, and housing units.

**JOBS IN BUILDING:** The total estimated number of workers which can be accommodated in non-residential structures. It includes existing workers in addition to workers who could be accommodated in vacant or yet to be built structures. It does not include construction workers or self employed people working out of residential areas. It is calculated by multiplying a building's gross square footage by a standard ratio of square feet per job. Job ratios for the first five categories were derived from a 1984 survey conducted by the Research Division of the Montgomery County Planning Department. The job estimates for church, mini-warehouse, and auto repair are staff decisions. Montgomery County Public Schools provided the job estimates for schools. When the Montgomery County Planning Board limits the number of jobs for a project as a condition of its approval, that job limit is used as the number of jobs that the project adds to the pipeline.

Assuming a greater number of gross square footage per employee would assume a lesser transportation impact for a given square footage of building. It would permit more (non-residential) development to be approved within the staging ceiling.

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**Square Footage Per Employee Multipliers:**

Office:	200	square feet per job in the Bethesda CBD, Bethesda/Chevy Chase, Kensington/Wheaton, North Bethesda, Silver Spring CBD, and Silver Spring/Takoma Park policy areas
	250	square feet per job in all other areas of the County
Mixed Use Planned Development Zone:	350	square feet per job
Research & Development:	350	square feet per job
Retail:	400	square feet per job
Industrial/Warehouse:	450	square feet per job
Other:	500	square feet per job
Church:	5	jobs
Mini-Warehouse:	1	job
Elementary School:	50	jobs
Middle School:	70	jobs
High School:	110	job
Auto Repair with No. Sq.Ft. Available:	1	job per bay

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**LEVEL OF SERVICE (LOS):** A description of the quality of performance of a facility given the demands being placed upon that facility; mostly used in this report in terms of transportation facilities with reference to an A to F quality scale. This is a nationally accepted scale used to describe the quality of traffic flow on roadways and is an indicator of relative degrees of congestion.

**LOCAL AREA REVIEW (LAR):** The process used to determine if the proposed development will produce excessive local detrimental impact beyond the capacity of existing and programmed public facilities. For the application to roadway facilities, see the detailed guidelines which are published in the Montgomery County Planning Department's report "Alternative Transportation Scenarios and Staging Ceilings." The Planning Board's latest amendments to the Local Area Review guidelines, which were adopted July 14, 1988, are available as a separate publication. Further amendments with respect to the trip generation rates are anticipated for the Fall of 1989.

**PIPELINE:** See Development Pipeline.

**POLICY AREA:** See Staging Policy Area.

**PROGRAMMED FACILITY:** A capital facility project which is contained within the adopted County Capital Improvements Program, the State Consolidated Transportation Program, or program of Rockville or Gaithersburg, such that 100 percent of the expenditures for construction or operation are estimated to occur within the first four years of the applicable program. Where such road project either crosses several policy areas or will be built over a period of time in identifiable segments, the appropriate sections will be identified by the Planning Board to: (1) locate the segments in the appropriate policy areas, and (2) specify whether the segments meet the basic criteria for a programmed facility.

**RECORD PLAT:** A preliminary plan of subdivision which has been approved for recordation by the Montgomery County Planning Board or is already a recorded plat in the official Montgomery County land records.

#### **SCHOOL CAPACITY ANALYSIS:**

##### **A) School Capacity**

For Annual Growth Policy purposes, school capacity is measured as 110 percent of Council funded program capacity which includes space allocations for the regular program as well as special programs (i.e., special education and head start). This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 90-95 Capital Improvements Program, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

##### **B) School Enrollment Forecasts**

MCPS projections are prepared in the fall of every year and are made for each of the upcoming six years and for two later years beyond the sixth year (in this year's forecast, these years are 1995 and 2000). The actual September enrollment at each school is used as the base on which the projections are developed and are used in the Planning Board draft AGP in it's school analysis tables.

MCPS uses the cohort survivorship model to forecast future enrollment. This method is used widely throughout the country and stands out as the most practical and consistently accurate forecasting approach. The cohort survivorship model, as applied by MCPS planners, involves the calculation of the number of students that can be expected in a particular grade at a future date, given the number of students now enrolled in the prior grade. Judgments are made about past trends and about in-migration, program changes, transfers in and out of the school service area, and other miscellaneous factors. Through the tracking of subdivision construction, student yields from subdivisions are applied to expected enrollment. Beyond the time of known sub-

division and building activity, MCPS planners rely on forecasts prepared by the Montgomery County Planning Department and their demographic model of County population up to 20 years in the future.

One of the most difficult components of the enrollment forecast is predicting kindergarten enrollment. MCPS planners review records of resident births compiled by the Maryland Center for Health Statistics. Births in nearby jurisdictions to mothers who reside in Montgomery County are included in these records. Birth data is at both the Countywide level and the Census tract level. For the small geographic level of an elementary school service area, birth data is not available. Also adding to the difficulty in forecasting is the common occurrence of families moving after a child is born, but before the child enrolls in school.

#### **C) De Minimis Development for Schools**

De Minimis development is that which will have minor school impacts. The County's policy is to avoid over regulating low impact development. For public school analysis purposes, the Planning Board can approve a preliminary plan of 10 or fewer single-family units, 17 or fewer townhouses, or 40 or fewer apartment units even if there has been a legislative determination that a geographic area does not have adequate public school capacity.

**STAGING POLICY AREA:** A geographic subarea of the County, delineated by the Planning Board, as adopted by the Council in the Annual Growth Policy for the purpose of staging analysis and the establishment of transportation staging ceiling capacities as appropriate. (See Map 1.)

**STAGING CEILING:** A total amount of development expressed in terms of housing units and jobs that has been determined by the Montgomery County Council to be balanced appropriately, on the basis of an areawide average, with the existing and programmed transportation facilities for the area.

Housing units may be single-family detached, single-family attached, garden apartments, and high rises. Each housing unit is counted as one unit.

#### **TRANSPORTATION CAPACITY ANALYSIS - POLICY AREAS:**

##### **A) Average Level of Service**

In the determination of an acceptable level of service for each policy area, a measure of the average level of service is used. This is a weighted index of the traffic congestion level for a policy area. The index is calculated by estimating the average peak hour traffic congestion level experienced or projected for each link of roadway in each policy area, weighting it by the total amount travel on each link (expressed in vehicle-miles of travel), and then calculating the weighted average.

The policy standards for average level of service which are set are critical in determining the staging ceilings. Changing the definition of what is an acceptable level of service will change the assessment of how much development will be permitted. The standards used herein vary from average LOS C to LOS D/E. The lower the average standard, the greater the amount of development which would be approved.

The County Council sets the Silver Spring CBD ceiling separately. Here, the development ceiling was based on an analysis of factors including the critical intersections and average LOS in the surrounding policy area, total evening peak hour outbound trips, and the effects of a Transportation Management District.

## B) Roadway Capacity

The hourly roadway capacity is a key variable in the transportation model which is used to evaluate alternative staging ceilings. The hourly roadway capacities used in the current transportation modeling process vary by route type, location (urban/suburban/rural), and roadway geometry. The following presents the range of capacities used in the model for various roadways in the Montgomery County network. The higher the values of the capacities, the greater the amount of development which would be approved. Further work needs to be done to better account for intersection capacities, traffic signal interconnections and to relate to recently observed speed and delay data.

<u>Route Type</u>	<u>Range in Vehicles per Hour per Lane at Level of Service E</u>
Expressways	1,800 to 2,000
Major Arterials	1,000 to 1,500
Minor Arterials & Collectors	600 to 1,000

## C) Peak Hour Trip Table Splitting Factors

The Planning Department developed a new procedure of splitting the peak hour trip table for application, along with the new EMME/2 traffic model. Please refer to the appropriate section on modeling peak hour traffic, in the chapter describing the traffic modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings." This new procedure generally has replaced the peak hour factor approach used with the previous TRIMS model. Rough initial factors for splitting daily trip tables to produce AM peak hour trips were estimated from COG data as follows:

- 1) Home-Based Work Trips. . . . . 19%
- 2) Home-Based Other Trips . . . . . 3%
- 3) Home-Based Shop Trips. . . . . 1%
- 4) Non-Home Based Trips . . . . . 3%



The home-based work trip percentage was adjusted uniquely for each zone by factors related to household density at the origin end and employment density at the destination end of the trip. The resulting possible percentages of home-based work trips which can occur in the AM peak hour ranges from 12 percent to 27 percent. However, the typical values used in the FY 90 AGP are about 13-14 percent for the Bethesda and Silver Spring CBD's, 16-17 percent for the Kensington-Wheaton area, 20-21 percent for the Gaithersburg area, and 22-23 percent for the Damascus, Poolesville, and Patuxent areas. The lower the amount of these factors, the greater the amount of development which can be approved.

#### D) Other Variables in the Transportation Model

There are a number of other variables in the EMME/2 transportation model used by Planning Department staff that affect the evaluation of staging ceilings. Numerous factors enter into the model system's trip generation, trip distribution, auto occupancy, and transit mode choice and traffic assignment models. The chapter on transportation modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings," presents information on many of these specific factors. The report was last published in December, 1987 and an update is scheduled for 1989.

One other key variable affecting the transportation analysis is in the land use assumed for the other jurisdictions in the Washington Metropolitan Region for the purposes of assigning traffic through Montgomery County to and from those locations. In general, the Planning Department has used the COG Round 4 Intermediate Cooperative Forecast for 1995.

#### E) De Minimis Development for Transportation

De Minimis development is that which will have minor traffic impacts. This policy defines De Minimis development for transportation analysis purposes, as that which would produce fewer than 10 peak hour trips may receive approval of up to 5 peak hour trips within areas exceeding the staging ceiling. The higher these types of limits are set, the greater the amount development that can be approved.

### TRANSPORTATION CAPACITY ANALYSIS - LOCAL AREA REVIEW:

#### A) Trip Generation

Trip generation rates are the number of vehicle trips to and from a development per unit of development activity. They are used in a simple form in local area transportation review in order to assess the impact of a particular development on the nearby transportation network. The generation rates are also used, with appropriate modifications for scale effects and trip purpose, within the transportation model for staging ceiling

analysis. When so used, they are based on type of trip such as work trips or shopping trips and are set as daily rates, with peak hour trip splitting adjustment factors to convert to hourly rates (see separate discussion).

For Local Area Traffic Review, the Planning Department uses peak hour trip rates from the Institute of Transportation Engineers. Typical ranges of rates for residential development and selected non-residential trip rates are listed below. In some areas of the County, trip generation rates outside of these ranges are established in the sector plan or through other procedures to reflect higher transit use or some other factor relevant to the area. The applicant has the opportunity to use the rates from a range. This range of rates reflects items such as transit availability, the size of the development relative to the particular land use and the location. These and other rates used in Local Area Review are currently under study for possible revisions. An amendment to the rates used in the Local Area Review Guidelines is scheduled for consideration by the Board in the Fall of 1989. Lowering trip generation rates would mean a lesser assumed impact for a given type of development.

<u>Land Use Category</u>	<u>Peak Hour Trip Generation Rates</u>
High Rise Apartments	.5 to .7 trips/housing unit
Townhouses	.6 to .8 trips/housing unit
Garden Apartments	.6 to .8 trips/housing unit
Single-Family	.8 to 1.0 trips/housing unit
General Office	2.00 to 2.82 trips/1000 square feet
Shopping Centers	0.61 to 14.42 trips/1000 square feet

(NOTE: It is anticipated that this table will be amended after Board action on proposed changes to the Local Area Review Guidelines.)

#### B) Acceptable Level of Service (LOS)

Of the variables discussed in the Local Area Traffic Review (LATR) Guidelines, a change in the acceptable LOS would have the largest effect on whether a preliminary plan was determined to be acceptable with regard to APFO. In the policy areas that have established staging ceilings, a LOS of mid-point E is used as the lowest acceptable LOS for LATR. The mid-point LOS E is presumed to be the condition under which the transportation facilities are operating at maximum capacity. This relatively low LOS, used in LATR for specific intersections, is acceptable because of the check related to the staging ceiling, that says on the average the level of service over the area is better than this lower

level. If a better local LOS standard is used, less development would be approved.

In the more rural Group I policy areas of the County where staging ceilings are not established, an intersection is presumed to be operating acceptably under LATR if the local LOS is D/E or better. This better LOS is used in these areas since the County has not established staging ceilings in these areas. The better the LOS deemed acceptable, the less the amount of development which will pass Local Area Review.

#### C) Peak Hour Traffic Counts

Peak hour traffic counts for any location vary from day to day, week to week and for seasons of the year. In general, traffic counts made during the summer months should not be used since traffic during this time of year is lower than normal. Traffic counts taken on holidays or the day before or after holidays should not be used due to their non-typical characteristics. Counts that are more than six months old should be adjusted to reflect development that has been completed and occupied since the count was made. Traffic counts older than three years should not be used because of potential changes in traffic patterns and growth in traffic. The Planning Department staff has the right to require new counts to be made if there is reason to believe that a count is flawed.

# Credits

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need average HH size in statistical profiles

drop owning 3+ cars

show histograms for all stat profile attributes by policy areas?